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USSR Report

TRANSPORTATION

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CIVIL AVIATION

MODERNIZED ATC SYSTEM IN OPERATION AT Khabarovsk

Moscow VOZDUSHNYY TRANSPORT in Russian 2 Jun 84 p 1

[Article by P. Musatov, UVD [air traffic control] simulator instructor of training subunit, Khabarovsk: "A New System: Reliability and Economy"]

[Text] A modern automated air traffic control system (AS UVD) became operational in a new multistory building at the Khabarovsk airport control tower.

The system could not have come at a more opportune time for the airport, which is the air gate of the Far East connected with more than 70 cities in the country and servicing more than two million passengers a year. Compared with the preceding system, this one more graphically reflects all aircraft traffic parameters in the air space. The important thing is that during the same amount of time it now permits increasing the airport's throughput from two runways, and with higher effectiveness and reliability in the work.

Thorough preparation preceded the conversion of Khabarovsk to the AS UVD. For example, several leading airport traffic service specialists were sent on TDY to Pulkovo. B. Berg-r, chief of the UVD airfield control center, senior controllers V. Barmin, Ye. Petrovich and Yu. Leont'yev, and circle controller A. Bunakov studied their Leningrad colleagues' experience in operating a similar system. Now at home they are the controller instructors.

The new system's unquestioned advantages are showing up from the first days of its activation. It noticeably facilitates work by reducing mental and physical stresses on controllers and crews. In addition, the AS UVD according to preliminary estimates will permit a yearly saving of around 10,000 tons of aviation fuel: the time aircraft spend in hold^{ing} patterns and zones for choosing optimum flight paths is being reduced through an improvement in daily and current planning.

It must be said that the airport traffic service collective headed by V. Shelukhin worked the first quarter of this year without violations of UVD

rules, at the same time saving 240 tons of standard fuel through use of straightened flight routes and assuring a minimum time for aircraft taxiing and for engine operation on the ground. The shift directed by Party Member A. Grigor'yev achieved greatest success in socialist competition.

It stands to reason that with consideration of the pace set at the beginning of the year and taking full advantage of the new AS UVD, the air traffic controllers will make their worthy contribution to fulfilling the strenuous freight and passenger turnover plans of the aviation enterprise, improving flight regularity and assuring their high safety.

6904

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CIVIL AVIATION

TU-134A SET ABLAZE WHILE BEING REPAIRED IN HANGAR

Moscow KOMSOMOL'SKAYA PRAVDA in Russian 8 Jun 84 p 4

[Article by TRUD special correspondent L. Kurin and ZNAMYA YUNOSTI correspondent L. Lapin, Minsk: "Courage: The Hangar: People Fought Fire in It for 48 Minutes in Saving an Aircraft"]

[Text] Repair to the aircraft now is almost completed. On entering its lounge you sense that familiar smell which is the same in all Aeroflot liners, without any admixtures of fumes... But this was the comfortable TU-134A No 65095 that was wrested from fire...

At 1501 hours a blinding white, acrid cloud spilled out of the TU-134A standing in a hangar at the Minsk Aviation Repair Plant. A shout of "We're burning!" came from somewhere within the lounge and in the next minute shadows flitted from the aircraft.

A fire in the air is mortally dangerous for an aircraft but even on the ground a liner can burn up in a matter of minutes. Here too the fire cannot be given a second...

Workers Kharitonovich and Andriyanov already grabbed up portable fire extinguishers and the thin streams of foam stitched through the flame within the lounge like machinegun bursts. But the fire too already had gathered strength; it crept into the crevices, slipped along the freshly painted compartment walls and licked at the heat-insulating skin.

That continued for nine minutes, an enormous segment of time if we consider that later every second decided a great deal.

The alarm sounded in the watch room of the Minsk Aviation Repair Plant fire unit at 1509. At the same time VOKhR [militarized guard] communications dispatcher A. F. Bozhkov was duplicating the call over a direct telephone line to Independent Militarized Firefighting Unit No 5 (SVPCh-5).

They burst into the airport almost at the same time--both plant fire trucks and the airport fire brigade. But the forces clearly were unequal. On the one hand there was a handful of people (rather poorly equipped albeit daring) and, on the other hand, an uncontrollable element: an enormous, acridly

smoking "bonfire." The flame already was reaching almost to the hangar roof and the most terrible thing could happen momentarily: the roof might not hold out. There were another five TU-134's in the building...

Then reinforcements hurried up: another two vehicles--the SVPCh-5 duty watch consisting of two squads headed by unit senior engineer Lt Col Internal Service V. V. Timoshenko. Lt Col Timoshenko assumed leadership for putting out the fire. Two nozzles shot water within the burning aircraft and two others were hitting the outside of the fuselage and cooling the load-bearing structures of the shop building.

And while seconds were won from the fire, vehicles from other firefighting units--the 2d, 4th, 6th and 13th--were hastening to the location of the fire. All of the very complicated mechanisms of the Minsk fire protection system were set in motion, with the operation headed by Col N. A. Tereshkov, deputy chief of the fire protection administration of the Mingorispolkom [Minsk Gorispolkom] UVD [internal affairs administration].

The time count in the hangar was going by cubic meters of water. Those two tons which each vehicle contained already had been turned into steam on the semimolten metal and now water was being pumped from emergency reservoirs.

In order to roll the flaming liner from the hangar they first had to take out another one blocking the path with its wings. As ill luck would have it, that one was sitting so that there was no opportunity to hook onto it with a tow line. It could only be done manually.

Someone shouted:

"There are cylinders of compressed gas there, and there's kerosene in the tanks!"

This was not a signal for panic, but a timely warning about danger. An explosion plus crumbling structures is the most dramatic thing that could happen.

There was no explosion. The first TU was dragged off to a safe distance and the second burning liner was pulled from the shop by a prime mover. Streams of water fell on its red-hot body and soft foam like snow absorbed and took in the flame.

"Hardly had the tail section of the liner moved out of the holders or, simply speaking, the gates, when the fuselage body collapsed and fractured in two places. There were many hot spots and so the structure didn't withstand it," explains Lt Col V. I. Ryzhikov, chief of the training department of the Minsk fire protection administration. The fire had been etched in his memory in all details. "In short, they managed to evacuate the aircraft very much in time--it was a matter of seconds."

We met with Aleksandr Makovich, chief of the Minsk SVPCh-5, on the day he turned 30. He is a tall, broad-shouldered, jovial major. Outwardly he is even light-hearted in an unmilitary manner.

When the plane caught fire he was together with the fighting men. At the most intense moment of the battle Aleksandr suddenly closed his eyes instinctively. He really had seen something terrible: Sgt Valentin Shamko flew downward from a ladder leaning against the red-hot fuselage. He fell on the wing; fortunately he got by without burns or injuries and the sergeant didn't need his comrades' assistance.

There were many officers at the fire--the heads of firefighting units and heads of the city fire protection administration. All of them were at the site of the incident 6-10 minutes after the report. "What's so surprising?" Lt Col Ryzhikov said later. "It's not often, but at times one has to exchange the uniform for a cape, shoes for boots and a cap for a helmet."

Nevertheless they saved the aircraft. The fire was extinguished at 1548 hours. The engines survived and the undercarriage, fin, and wings with the side number 65095 were in order. Only the fuselage suffered.

Specialists figured that physical assets worth several million rubles had been saved. One can read a sentence in the 12th paragraph of the fire report which is more valuable than any assets saved: "There were no personnel accidents in the fire."

Now we would like to interrupt our report about heroism and comradeship and say the following. It is always that way in life: some extinguish while displaying courage and heroism and others set fire... The fire in the hangar highlighted the true make-up of each person who had a part in the incident. The reason for the fire was criminal negligence of a brigade of painters which was painting just before the liner's turnover to the flight test station. They were the ones, these "brave" violators of fire safety rules, who got frightened and fled with a shout of "We're burning!" It didn't occur to them to take up the fire extinguishers and the telephone...

History gave a just judgement: some were submitted for awards and others were called to answer.

And the aircraft? In those six years which passed since the time it was built it had flown 12,000 hours and made 7,500 landings. But the accident occurred not in the air, but on the ground: the dramatic 48 minutes of its "earthly life" served as a test for people and showed who was capable of what. And the liner is intact. It was restored very quickly and soon will take passengers aboard.

6904

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CIVIL AVIATION

BRIEFS

IL-86 AT PULKOVO--Leningrad--The Il-86 airbuses moved onto the air routes connecting Leningrad with resorts of the Crimea and Caucasus. They augmented the air fleet of the Pulkovo Airport. Regular operation of the 350-seat airliners began in a jubilee year for city aviators. The Leningrad (former Northern) civil aviation administration was formed 50 years ago. Its airports are located in the northwestern part of the country, in Murmansk, Vologda and Pskov oblasts and in Karelia. In the year the administration was set up the U-2 and other slow aircraft carried 428 persons, and now its crews deliver some five million passengers annually. The fleet of aircraft is renewed constantly. They now are flying to more than 200 cities in our country and to 19 foreign countries. [By TASS correspondent L. Frolov] [Text] [Moscow VOZ-DUSHNYY TRANSPORT in Russian 5 Jun 84 p 1] 6904

TAJIKISTAN AIRPORT OPENING--Dushanbe, 27 May 84--The 35th airport of local airlines opened in Tajikistan. It connected Dushanbe with Ashtskiy Rayon, Leninabad Oblast, where desert expanses of the right bank of the Syrdarya are being developed. The YaK-40 aircraft soars up to meet the rising sun. It makes a turn at the tip of the Gissar Valley and the workhorse vehicle heads for the mountains. The asphalt ribbon of the Dushanbe-Ayni-Leninabad main highway can be seen in the port. This road is still closed: there is snow in the passes. The route was cut through the rock in the literal sense of the word in the 1930's, but even at that time aircraft were the leading means of transportation in the mountain areas. Now republic aviators are celebrating their 60th anniversary. "The area still has many places which one can reach only by aircraft and helicopters," says Yu. Gerasimov, deputy chief of the Tajik civil aviation administration. "The opening of an airport in the most remote corner of Leninabad Oblast was dictated by the rapid development of Ashtskiy Rayon." [By PRAVDA correspondent O. Latifi] [Text] [Moscow PRAVDA in Russian 28 May 84 p 3] 6904

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MOTOR VEHICLES AND HIGHWAYS

RSFSR MINISTER OF MOTOR VEHICLE TRANSPORT ON 1983 RESULTS

Moscow AVTOMOBIL'NIY TRANSPORT in Russian No 4, Apr 84 pp 1-3

[Article by Yu. Sukhin, RSFSR minister of transport: "Need to Utilize Production Reserves More Fully"]

Text Motor transport workers are faced with important, responsible tasks--to provide fully for the growing requirements of the national economy and population for truck and passenger transportation on the basis of increased intensity and quality of work and all-out saving of material and manpower resources.

For their successful solution it is necessary once again to evaluate critically the effectiveness of our work and single out the most important problems which determine branch development. Decree No 759 of the CPSU Central Committee and Council of Ministers USSR, dated 5 August, 1983, "Increasing Efficiency in the Utilization of Motor Transport in the National Economy and Intensification of the Drive Against Distorted Write-Ups While Transporting Freight Via Motor Vehicles and Ensuring the Preservation of Fuels and Lubricants", has become the fundamental document in this work.

In 1983 plans for freight turnover and passenger traffic, production and sale of industrial output, public transportation services, and construction-installation operations were fulfilled by collectives of enterprises of the ministry as a whole.

The plans and targets of the 11th five-year plan are being fulfilled successfully by collectives of the Leningrad Territorial Association for Organization of Motor Transport Services, Ul'yanovsk Truck Transport Enterprise No 4, Brezhnev City Production Association for Passenger Motor Transport, Kislovodsk Passenger Motor Transport Enterprise No 2, Novgorod Special Automotive Equipment Production Association, and many others. As a result of the skillful application of progressive forms of labor organization and the introduction of advanced technology, these collectives ensured the planned rates of growth of labor productivity and high quality of work and achieved substantial savings of material resources.

However, we still have many substantial shortcomings. Centralized freight shipments -- the basic form of organization of the shipping process in motor transport, which permits an increase in efficiency in the utilization of rolling stock, achievement of significant saving of fuel, and radical improvement of servicing of the national economy -- are not being actively and sufficiently introduced. The plan of these deliveries was not fulfilled in 1983.

At the present time the ministry has taken measures for the development and regulation of centralized shipments in accordance with the decree of the CPSU Central Committee and Council of Ministers USSR of 5 August, 1983. Whereas previously ministries and departments serviced by trucking were not interested in organizing the centralized servicing of their subordinate enterprises and organizations with motor transport common carriers, now in accordance with this decree and starting in 1984 the ministries and departments will plan for consigner-enterprises the level of the centralized delivery of goods to consignees while bearing in mind the need to bring it up to 70 percent in future years.

It is necessary for enterprises of the ministry to step up their work for improvement of control over centralized freight shipments, significant acceleration of scientific-technical progress, and improvement of organization of the work of drivers.

One of the most important tasks lies in ensuring a comprehensive approach to the development of centralized systems for control of deliveries with the use of electronic computers. The operational experience of the Bryansk territorial association must obtain wide dissemination.

In accordance with the program for introduction of the comprehensive system of operational control of the transport-procurement operations during the period of the harvesting of crops, it is necessary to introduce this system into 800 grain-sowing regions of the RSFSR by 1990, i.e., approximately double the level of 1983.

There are significant reserves also for the development of centralized shipments of goods in interurban transport. Due attention is still not being devoted everywhere to the advanced forms of development of these deliveries. While their relative proportion is around 80 percent in the European part of the RSFSR, it is, correspondingly, only 40 and 30 percent in areas of the Urals and the East.

With the aim of further development and improvement of intercity deliveries of goods, the ministry has envisaged the completion, before the end of the 11th five-year plan, of the elaboration of comprehensive plans for the centralized delivery of goods on main highways of the RSFSR and, by 1990, provisions for fulfillment by general-usage transportation. The ministry is faced with the task of increasing significantly the volumes of inter-oblast freight shipments, which are fulfilled in accordance with the advanced forms.

The motor transport enterprises of the ministry deliver goods to the organizations of 80 all-Union and republic ministries and departments. Centralized freight shipments are the main form of transport services in this process. In 1983 the volume of centralized freight deliveries for the ministry as a whole amounted to 2.05 billion tons, or around 82 percent of the total volume of shipments.

Certain successes in the development and improvement of control of these deliveries were achieved in the Gorkiy, Bryansk, Saratov, Sverdlovsk and other motor transport territorial associations. Economic-mathematical planning methods and computer technology are used widely here.

For example, an automated system for controlling goods deliveries was developed and introduced in the Bryansk territorial association, which covers the whole complex of operations: the study of freight traffic and motor transport operating conditions at construction sites, provision of centralized freight deliveries on efficient routes and hourly schedules through the fulfillment of transport-dispatching services, the loading of vehicles en route, and the processing of routing and commodity transport documents while ensuring logical control over the authenticity of work performed. The association's automated shipments-control system developed for this has regulated, to a significant degree, the centralized goods deliveries. After introduction of the automated control system, there was a 10 percent rise in productivity of rolling stock.

The Saratov system of centralized control over transport-procurement operations during the harvesting period is obtaining increasingly wide dissemination. The introduction of this system, under which comprehensive work plans are worked out on an electronic computer for all participants of the transport-procurement process and centers for operational control of deliveries ensure flexible guidance of the motor vehicles enlisted for the harvesting of crops regardless of their departmental subordination, permits an average increase of productivity of vehicle operation of 20 percent and a 1.3-fold rise in the carrying capacity of the elevator lines and a 5-10-day decrease in the grain procurement period.

In recent years questions of the organization of centralized freight shipments in intercity communications have been constantly at the center of attention of the ministry. As a result of the work performed, there has been an increase in the rates of development of interblast goods deliveries by means of the use of advanced methods in recent years. If in 1981 11.7 million tons were transported in accordance with the schedules, optimum routes, and system of authorized haulage loads and balance in interblast transportation, then in 1983 this figure rose to 14.4 million tons, in which connection their relative proportion was 68 percent. The wide application of advanced forms of labor organization in interblast transport operations enabled us to bring the loaded run of the vehicles up to 90 percent.

Such improved forms of transport operations as containerized and packaged shipments, freight deliveries via truck trains and specialized rolling stock which ensure goods preservation, decreased outlays for packaging, and mechanization of handling operations also were developed in the 11th five-year plan.

In the current five-year plan it is planned to turn over completely for industrial operation a unified system for control of the operation of motor vehicles in interurban deliveries and to introduce an automated control system in the beginning of the 12th five-year plan.

Improvement of the technology of interblast goods deliveries should be combined with the wide dissemination of the brigade-competition system, which ensures not only high efficiency of the rolling stock but also a significant improvement of the working conditions for drivers. Large reserves are available for increasing the efficiency of the operation of rolling stock and reducing fuel consumption and for the solution of problems of improving utilization of the trailer pool, the output of which constituted 53.7 percent for the ministry as a whole in 1983. At the very same time, in the Omsk territorial association, which has 1,800 trailers, their on-line utilization was 66.8 percent and in Motor Vehicle Column No 1253 of this same association, which has 140 trailers, it was 72.6 percent. And there are many similar examples. Practice has shown that the dispersion of trailers in small numbers throughout motor vehicle enterprises does not produce a positive effect. It is necessary to redistribute the trailer fleet by concentrating it in large motor transport enterprises, renounce the practice of their rigid assignment to drivers, and shift to the brigade form of organization of work with trailers.

A task of no less importance is faced by the ministry for improvement of the organization of passenger transportation. It is essential to satisfy on a timely basis the requirements of the public for transportation and to increase efficiency in the utilization of rolling stock and the quality of passenger services. This work has been put into good shape in many regions of the Russian Federation. Our motor transport is carrying out the timely transportation of passengers to and from work, which is facilitating the successful solution of socioeconomic problems.

However, many letters of workers still come into the ministry and to local organs of authority on the untimely delivery of passengers, overloaded buses on the routes during peak hours, the disruption of trips and big intervals between bus runs. Quite a number of examples are cited on the rudeness to passengers of services personnel of bus terminals and motor transport passenger stations. We must eliminate decisively all of these shortcomings.

Separate technical and economic indices on the utilization of rolling stock have increased slowly during three years of the five-year plan. The underproduction of buses and also their on-line breakdowns are having a negative effect on the regularity of traffic, which increased from only 93.3 percent in 1982 to 93.4 percent in 1983, and this means that around 7 percent of scheduled trips are not made daily. Methods of controlling the movement of buses on urban routes are also being improved very slowly; it is essential, therefore, to improve the system of control and for the management of passenger motor transport enterprises to ensure efficient operation of the buses.

The brigade form of organization and stimulation of labor, which permits increased productivity at higher rates, a reduction in work-time losses, and more economical use of material and labor resources, has recently obtained wide dissemination in the national economy. In this process conditions are being created for collective mutual requirements and comradely mutual assistance.

For the ministry as a whole 85 percent of all workers, including over 90 percent of the drivers, have adopted the brigade form. However, qualitative improvement of this advanced form of work, such as, for example, the transfer of brigades to cost accounting, is being realized extremely slowly. In all, only 8.2 percent of the total work force are using the brigade-contract method and the volume of work fulfilled by them does not exceed 13 percent of the overall volume of the transportation of freight and passengers, which, for all practical purposes, cannot affect the results of work of the ministry as a whole.

It is necessary to devote most serious attention to the dissemination of this advanced work method, especially among the drivers, in order that the work performed by them may be sharply increased.

Successful solution of the problems faced by the branch at the level of present-day requirements means that we must utilize skillfully the present achievements of scientific-technical progress in our work, which means continuous improvement of the powerful productive potential developed in the system of the ministry.

Unfortunately, the level of mechanization of production processes on an average for the ministry is 25-29 percent and it is significantly lower in different enterprises of the Krasnodar, Kaluga and Irkutsk motor transport associations. Hard manual labor and low mechanization of production processes are typical for these associations. One of the main levers for increasing production efficiency lies in improvement of the system of production control of the technical maintenance and repair of motor vehicles. We have issued many normative and guideline documents on this question, but they are being fulfilled poorly, and first and foremost, because their essence has not reached the consciousness of each member of the enterprise collective.

There are also other shortcomings in the organization of our work. The RSFSR Republic Association for Special Automotive Equipment is increasing the rates of production of garage equipment slowly. In certain motor vehicle repair plants the quality of major repair work continues to be low and technological discipline is violated. The machine shift coefficient for the operation of metal-working equipment in industrial enterprises is only 1.11 and in plants of the Republic Association for Special Automotive Equipment and Rosavtoempro [RSFSR Republic Industrial Association for Motor Vehicle Repair] the equipment is in operation, for the most part, only on one shift.

Many territorial associations methodically fail to ensure the fulfillment of established, planned targets on the mechanization and automation of production processes. For the ministry as a whole, over 50 motor transport territorial associations failed to cope with fulfillment of the plan for the introduction of new technology. This work is being carried out especially poorly in the Yaroslavl, Ryazan, Tula, Moscow Oblast Passenger, and Rostov motor transport territorial associations.

The State Scientific Research Institute of Motor Transport, Main Administration of Automated Control Systems, Scientific Research Institute of Automated Control Systems, Tsentravtotekh [Central Bureau for Application of New Technology to Motor Transport], and other scientific research, planning, and planning-design organizations are exerting insufficient influence on the acceleration of scientific and technical progress in the branch.

The Technical Administration, Main Administrations for Freight and Passengers, and Rossel'khoztrans [RSFSR Republic Association for Utilization of Motor Transport in Agriculture] are doing a poor job of organizing this work.

Exhaustive measures have still not been implemented everywhere for a reduction in the cost of transport operations and for all-out saving of material and manpower resources. A rise in the cost of motor vehicle deliveries is being tolerated by Glavlenavtotrans [Main Administration of Motor Transport, Leningrad City Soviet Executive Committee] and the Moscow Oblast Territorial Association of Motor Transport.

The measures of the comprehensive program for saving motor vehicle fuel in the years 1983-1985 are being fulfilled unsatisfactorily by the republic associations, main administrations, and territorial associations of motor transport. In 1983 there was overconsumption of more than 220,000 tons of gasoline and diesel fuel for truck deliveries alone.

Considerable work still must be done also for ensuring effective utilization of labor resources and work time and for increasing labor discipline. In the past year the total losses of work time for the ministry as a whole amounted to over 2,600,000 man-days, or 1.04 percent of the time worked.

Distorted write-ups of unfulfilled work volumes, thefts of state property, and the mismanagement and squandering of material-technical resources are continuing to take place. In the past year the auditing-control service of the ministry detected inflated write-ups of 1.7 million tons and 74.5 million ton-kilometers. Significant write-ups were established in the Tula, Altay and Kursk motor transport territorial associations, in Lendravtotrans [Leningrad Territorial Association for Road Maintenance and Motor Transport], and a number of others. At the present time around 17,000 motor vehicles with defective speedometers are in operation in motor transport enterprises.

There are significant shortcomings in the organization of auditing-control and monitoring work. The audits and checks which are made are quite often of a superficial, formal nature and do not fully ensure the suppression of violations of state discipline, mismanagement, and the waste and theft of socialist property.

The decisive elimination of shortcomings, strengthening of state and labor discipline, and wide utilization of advanced forms of labor organization will permit fuller use of production reserves and improvement of motor transport work.

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MOTOR VEHICLES AND HIGHWAYS

OFFICIAL ON AZLK WORKS MODERNIZATION, INTRODUCTION OF FMS

Moscow ZA RULEM in Russian No 4, Apr 84 pp 6-7

[Article by V. Sokolov, deputy general director of the Moskvich Development Association: "New Moskviches and Flexible Technology"]

[Text] "I read that the Politburo of the CPSU Central Committee approved a proposal of the USSR Council of Ministers on the development of a basically new type of production at the Automobile Plant imeni Leninskiy Komsomol (AZLK)," writes N. Lyashko from Tyumen. "Tell us the details, please." He is echoed by driver P. Chausov from Voronezh. "I read with interest a speech in PRAVDA by N. A. Tikhonov, member of the Politburo of the CPSU Central Committee and Chairman of the USSR Council of Ministers, given at a meeting with the AZLK staff on 13 September 1983. I would like to know what preparations have already been made for the production of this long-awaited model." The editors have received a number of similar letters.

How is the redesign going? What are its basic new features? When will it be finished and production begin of the new Moskvich? These are the leitmotifs of the letters. To answer them, we invited the Deputy General Director of the Moskvich Association, V. Sokolov, to speak through the pages of this magazine.

Scientific and technical progress is steadily accelerating. What was good yesterday is no longer satisfactory today. If we are striving to improve the economy and shift it over to an intensive course of development, we must accelerate the increase in the technical level of production and introduce the latest equipment and technology. This is the strategic aim of all the sectors of the economy, particularly the automobile industry.

Those new heights recently reached by automobile mass-production technology are now behind us. The consumer now has different requirements. He is not satisfied with one model. He needs a wide assortment which can be quickly revised and appointed for different conditions, notions and tastes. This assortment must be able to be enhanced with new consumer features. This is the general picture of world automobile production.

To keep up with the times, it is not enough simply to come up with an automobile that is better than previous ones. It is not enough to invest capital into redesigning and expanding production. In 7 or 8 years, when the production of the new car reaches its rated level, the car will already be outdated. The expensive and labor-intensive cycle must be repeated.

The present level of technology makes it possible to put consumer goods into production by a different route. I have flexible machining systems (FMS) in mind when I say this. These systems make it possible to quickly retool production. Thanks to this, the automobiles produced can be constantly improved, while at the same time the conveyors can hold a wide range of models, as long as they have the same general design features for the given family of cars.

Flexible machining systems are based on the use of robots and automated computerized control complexes. The systems are adaptable to basic changes in production structure and organization. This robotic-electronic system needs significantly fewer workers, operators and service personnel to ensure continuous operation than the traditional production methods. This is a big plus. However, at the same time it must be remembered that the qualifications and professionalism of the personnel working on the system must be sharply upgraded. At the same time, it is necessary that the product, in this case the automobile, be designed to make greatest use of the capabilities of the flexible system; in other words, its design must be technology-oriented. The main tasks fall, of course, on people: they must write the programs and initial data and specify the limits and conditions that determine the design features.

Such a complex, fully equipped with robots, computers and automated devices, can handle a variety of models and arrangements simultaneously. It can make it possible to make model changeovers quickly (within 2 to 3 years, instead of 7 to 8 years). The complex improves production quality and consumer features, reduces the number of workers and reduces production expenditures.

These flexible machining systems are not presently used in our country for consumer-goods production. Switching over to them is not just a matter of raising the level of production technology--it is an essentially new stage of production. This first experience, naturally, is of particular significance.

It was advisable for the planning agencies to choose one automobile production enterprise to introduce flexible machining systems. This is not accidental. The automobile industry has always been a stimulus to other allied sectors--machine building, metallurgy and chemistry--since the automobile is produced on a large scale and has strict quality requirements.

The AZLK was chosen for a number of reasons. In the nearly 15 years since the last modernization of the enterprise, the basic equipment has become physically and technologically outdated. Great expense was required to maintain the necessary output and product quality. Automatization did not meet present-day requirements, and labor intensity was very high. In addition, AZLK, located in the nation's capital, could not count on an additional inflow of workers or a significant site expansion. Its production activities could not negatively affect the ecological balance of the city.

But the most important factor is that the plant's staff has long-standing traditions. It has a stake in reviving the good reputation of its automobiles; therefore, it is thoroughly ready to implement the new, innovative technology. It must be said that this implementation, like any first step, is complicated and difficult. There are a number of scientific-research institutes nearby in the capital, as well as machine-building, electronics and other enterprises. When these other partners are close at hand, it is easier to solve new problems that arise.

The AZLK changeover program to an FMS requires a lot of money. In this regard, in planning the program, we first considered the efficient distribution of capital investments year by year. The aim is to do during the present 5-year plan only the work that will make it possible to begin production of the new model by 1986. During the next 5-year plan, production capacity will be increased and implemented.

There is one more detail: along with the basic production, and in fact, ahead of it, the plant's auxiliary capacity must be completely refitted, including the machine-tool-building, tool and testing areas.

In order to make use of advanced foreign experience in the development of modern technology and organization, several foreign firms were brought in on the project, particularly the French Government firm, Renault.

The new product to be manufactured is the basic Moskvich-2141 model. This is a domestically designed car which conforms adequately to the operating conditions in our country, as well as to international norms and requirements. The Moskvich-2141 will serve as a base for numerous variations which, thanks to the great capabilities of the FMS, will be constantly updated.

The new automobile will fall, according to our classification system, into the third group of the small class, which is becoming more popular around the world. It will occupy a position halfway between the Zhiguli and the Volga. In accordance with present trends, the interior of our new automobile will approach that of the Volga in size, while the car's weight will be about the same as a Moskvich-2140.

The new automobile's design has been completed. Prototypes of the Moskvich-2141 passed government testing in 1982, and the automobile was recommended for series production. For very understandable reasons, it would be premature to reveal the structural details and parameters of the car. I can only say that it will have front-wheel drive, a transverse mounted engine and have a five-passenger, two-compartment body.

We will not be able to acquaint the reader with the new car until it is ready for series production. And the timing of that event is determined by the pace at which the construction of the new building for the assembly shops proceeds.

During the redesign of AZLK in 1969-1972, a new body and assembly complex, housed in a single main building, was built not far from the original plant. This site (we call it Site No 2) already contains a new stamping plant where equipment installation is underway. Construction of a new mechanical assembly building has begun.

At the AZLK subsidiary in Kineshma, we will erect a large building for the forging and non-ferrous-casting shops. At the same time, we will modernize one other subsidiary--the radiator plant in Likhoslavl. The old AZLK site in Moscow will be mainly used for the production of spare parts for models no longer in production and for the development of auxiliary production. The present plant redesign program will mean the construction and redesign of about the same total production building area as was originally done at Site No 2.

How is this plan being fulfilled at present? New equipment, as I said before, is being installed in the stamping plant. It comes from the GDR, Czechoslovakia, Poland, and also domestic enterprises. Next year, the first phase of this plant will be put into operation.

The erection of the mechanical assembly complex is proceeding at a fast pace. It will house the production and assembly of wheel assemblies, suspensions and transmissions for the new car.

We plan to implement about half of the planned capital investments during the 11th 5-Year Plan. We will do this by completing the necessary planned redesign in the main body and assembly building and by doing the necessary work in Kineshma Likhoslavl.

The changeover to the new model will take place without halting production. The plan for the 11th 5-Year Plan provides for a wide range of models and types of cars. We plan to gradually curtail production of the 2140 while increasing production of the 2141 family in such a way that the plant will be up to full capacity--160,000 automobiles a year--by 1990.

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MOTOR VEHICLES AND HIGHWAYS

NEW RAF-22038 MICROBUS DISPLAYED

Moscow SOVETSKIY PATRIOT in Russian 20 May 84 p 4

[Article: "Domestic Equipment--The RAF-22038"]

[Text] In 1954, when motor vehicle repair was the basic orientation of its activities, the Riga experimental bus plant "RAF" began to produce the first buses. Since 1957 the plant began to specialize in the production of minibuses that found broad application as service vehicles, cross-country taxis, excursion buses, and medical vehicles.

The enterprise's latest model RAF-22038 differs considerably from the previous ones. The minibus has a reinforced body of more modern and smarter lines along with improved heat insulation. Plastics are used extensively in the interior trim. An emergency and ventilation hatch in the roof and safety belts were introduced, and a more powerful interior heater and windshield wipers along with a spherical mirror were installed. A new combination of instruments was used.



The microbus is equipped with a new 4-cylinder gasoline engine with improved technical and economic indicators. The front suspension of the "rocking plug" type was designed especially for the RAF-22038; and front disc brakes, radial tires, and bumpers--the front one with energy-absorbing elements--made out of an aluminum structure are used.

9889

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MOTOR VEHICLES AND HIGHWAYS

MEASURES AIMED AT IMPROVING USE OF KAMAZ VEHICLES

Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 17 May 84 p 3

[Article: "Using KAMAZ Motor Vehicles More Efficiently"]

[Text] The matter of improving the use of KAMAZ motor vehicles in the national economy was examined by the government of the USSR and an appropriate decree was made.

It proposed for the USSR ministries and departments and the councils of ministers of the union republics to develop and implement measures during the 1984-1985 period for increasing the efficiency of using KAMAZ motor vehicles, improving their technical servicing, organizing timely and qualitative repair, and providing for high technical readiness.

Implementation of the necessary measures is stipulated so that KAMAZ motor vehicles are concentrated basically in motor vehicle organizations that have the necessary production base for technical servicing and repair of motor vehicles of this kind (except KAMAZ motor vehicles intended for kolkhozes, sovkhozes and intereconomic enterprises and organizations in agriculture, as well as special purpose motor vehicles manufactured on the KAMAZ motor vehicle chassis).

KAMAZ motor vehicles must be allocated mainly for general use motor vehicle transportation enterprises, the transportation enterprises of "Transsel'khoz-tekhnika" [Transportation and Agricultural Equipment Association], construction ministries and ministries of the mining sectors of industry, enterprises and organizations of Sel'khozkhimiya [Agricultural Chemical Association], water and fruit and vegetable management, as well as for interkolkhoz construction organizations.

In 1984 schools of advanced experience in the operation, technical servicing and repair of KAMAZ motor vehicles must be organized on the basis of the best motor vehicle organizations and repair enterprises.

Measures were specified by the decree that are aimed at improving the technical servicing and repair of KAMAZ motor vehicles and supplying the appropriate organizations with spare parts, assemblies and units for these motor vehicles.

MOTOR VEHICLES AND HIGHWAYS

KAZ-4540 AGRICULTURAL DUMP TRUCK TRAIN PRODUCTION BEGINS

Moscow LENINSKOYE ZNAMYA in Russian 13 May 84 p 4

[Article by S. Savchuk of Dmitrovskiy Rayon: "Truck on a 'Washboard'"]

[Text] /Series production of a diesel dump truck train, which was created especially for work in the agricultural areas poor in chernozem was begun for the first time in native practice at the Kutaisi motor vehicle plant. The new vehicles received a start in life at the NAMI [Scientific Research Institute for Motor Vehicles and Automotive Engines] testing ground in Dmitrovskiy Rayon./ [in boldface]

I couldn't raise myself into the cab--the step was really very high. The driver came to my aid and helped me get up the steps. Having sat down in the comfortably soft chair, I slammed the door of the cab. And, it began! The "washboard"--a special section of the testing ground--shook the motor vehicle and its hillocks and ruts were felt.

I try to brighten up the monotony of the tests by looking around the cab. It rather reminds me of the cockpit of an airliner--a great number of buttons, instruments and indicators that are mysterious for the uninitiated. The sides of the truck train are thrust open with a light touch of a button; the indicator light "prompts" the driver that the hitch of the tractor is safe with the trailer. A portable radio set for 30 numbers is installed in the cab too. Having loaded the vehicle, the driver communicates from the route with the dispatcher and ascertains where it's more advantageous to carry the cargo. And besides, thanks to the radio set, he can call the dispatcher of the elevator or the receiving center himself. It's natural that in that way he'll save time and fuel. Right now the radio set was tuned to the wave of the NAMI dispatch point.

Basically the wheels were being tested on the moist ground. They're all driving wheels on the "novice." Incidentally, the motor vehicle won't budge until the braking system is filled with compressed air. The hydraulic drive also provides for trailering safety.

The powerful 160 horsepower engine with an 8-step gearbox makes it possible for the truck train to take 11 tons of cargo on board and travel at a maximum speed up to 80 kilometers per hour. And the least speed of the new vehicle is 2 kilo-

meters per hour and that guarantees operating in a "pair" with various agricultural machines on the ground.

When the vehicle finally stopped, I was shown the original designs of the extended sides on the tractor and the trailer. The bed is tilted and the cargo is uniformly poured to the area between the wheels.

Today the first truck trains (the vehicle has gone into series production) have appeared on the roads of Dmitrovskiy Rayon. Here's how M. A. Shcheglov, chief process engineer of USSR Minavtoprom [Ministry of the Automotive Industry], commented on this news:

"These vehicles were tested in the localities near Moscow and it was decided to place a portion of the industrial lot here. Then they'll arrive in other areas poor in chernozem. Incidentally, we're waiting on practical recommendations from the drivers that they can forward to the technical staff working right now at the Kutaisi motor vehicle plant. Both specialists from our ministry and scientists and designers are part of the staff. By the end of the current five-year plan, 20,000 dump truck trains will be coming off the plant's assembly line."

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RAIL SYSTEMS

OFFICIALS STRESS POST-'COMPLETION' BAM DEVELOPMENT

Moscow SOVETSKAYA ROSSIYA in Russian 27 Apr 84 p 1

[Article by Yu. Levitskiy, A. Medvednikov, M. Mikhail'kov, V. Razboynikov, V. Sungorkin and V. Shilov: "Before and After the Completion"]

[Text] In Tynda, we had an in-depth conversation with K. V. Mokhortov, Deputy Minister of Transport Construction and director of Glavbamstroy, and V. A. Gorbunov, director of the Baykal-Amur Railroad. The present and the future of the new railroad main line were discussed. During the course of this unusual long-distance discussion, both participants gave important opinions which we believe deserve the attention of the general public.

K. V. Mokhortov: In order to achieve our target--to link the steel road over the entire length of the main line--we have reorganized our subdivisions and material and technical resources. Over three-fourths of our personnel and materials are now working or connecting the line ahead of schedule. We believe that this concentration will allow us to fulfill the stated socialist obligations for the accelerated construction of the railroad main line. Connecting the track ahead of schedule will open up wide possibilities for sharply increasing the pace of industrial and social construction in the BAM zone. It will greatly shorten hauling distances and thus shipping times for various materials and equipment. And it must be said, what role does reliable material and technical supply play in construction, especially in our sparsely populated region?

Therefore the slogan: "Let's make the connection" is now the watchword for all of Glavbamstroy's subdivisions.

V. A. Gorbunov: I would like to clarify a number of things. Our press often identifies the connecting of the rails with the opening of through traffic on BAM. The assumption is that when the converging sections are connected, trains will roll from Baykal to Amur. I think that this simplified version might mislead public opinion. The accents have to be put in their proper places, neither underrating nor overrating what has been achieved. Yes, the linking of the sections has great importance to the completion of BAM construction. It will make it possible for rail cars carrying important freight to travel the entire length of the main line.

But the completion of the line is not the end of construction. In terms of capital investments, over one-third of all the construction and installation remains to be done in order to achieve the final goal: the continuous operation of the entire Baykal-Amur Railroad with its many bridges and tunnels, auxiliary enterprises and villages... I would characterize the connecting of the sections as the entrance of BAM into its final stage of construction.

K. V. Mokhortov: If we have done 60 percent of the volume of work in 10 years, then the pace will significantly quicken in the coming years. This is what connecting the sections means for BAM!

V. A. Gorbunov: The railroad workers' collectives see their main task as being the creation of the most favorable conditions for achieving the target goal for this year. We are achieving a precise and operational interaction of buyer and subcontractor departments and subdivisions. This isn't easy, since the construction site extends over thousands of kilometers. However, the recent period has given us a rich practical experience in daily joint management activity; this, of course, also involves certain disagreements. For instance, one of our main concerns is the quality of construction. Overall, the railroad and Glavbamtstroy managements have a common attitude: make the main line reliably and well built! However, there are still some local managers who want to receive high marks for average work. There are some who think that, for the sake of connecting the track sections ahead of schedule, some shortcomings in terms of quality can be permitted and that the number of makeshift solutions can be increased. It has been heard that: well, in some places they can get by with a single-track embankment, temporary bridges, etc. The main thing, they say, is to lay the "golden spike" as soon as possible; then the railroad can be brought up to the necessary quality. Our inspector groups feel this pressure very sharply. It sometimes leads to conflicts. Therefore we, the operators of the railroad, were very happy to receive the decisive support of the oblast party committees and the ispolkoms of the local councils. At sessions of the bureaus of the Amur, Buryat, Irkutsk, and Chita party obkoms, it was firmly stated: the accelerated connecting of the track sections must be achieved with no loss in work quality. Furthermore, the local party and council organizations based on the decisions of the February and April CPSU Central Committee plenums, have greatly intensified their attention paid to the comprehensive construction of the railroad. BAM is not simply a double-track railroad. BAM is today a rather densely populated region with all the attributes of modern civilization and modern conveniences. It has a well-adjusted supply of food and consumer goods. However, the population along the entire route will increase very quickly. For instance, the staffs of all the railroad subdivisions must be quadrupled for the permanent operation of the line. The requirements for housing and other social infrastructure will rise accordingly. We understand that this year the main efforts must be concentrated on solving the key tasks in the strategic plan. However, we must frankly admit that diverting resources to the accelerated connecting of the track sections has somewhat weakened the attention paid to the complex construction of villages along the route. This is the dilemma. One can be satisfied with this explanation. But shouldn't additional material and technical reserves be sought?

K. V. Mokhortov: In order to avoid misunderstandings of expectations and intentions, we must properly combine our desires and capabilities. This is difficult, but necessary. Otherwise, miscalculations and disappointments are unavoidable. Some funds have been diverted from other projects to the track completion project. But by next year, personnel and resources will be reorganized in favor of residential and cultural- and service-facility construction. The volume of this work will be more than doubled at some stations. The situation should not be over-dramatized--homes, stores, schools and kindergartens are presently being built at full speed. However, I must agree that our capabilities in this area are significantly greater.

Gosplan USSR and Gossnab USSR probably could seek additional material and technical reserves. I understand, though, that we cannot count on much in this regard. As we know, national-economic plans are very delicately balanced. But, still the search must be made. The construction of BAM is the real fulfillment of fraternal solidarity and economic and business-like cooperation between union and autonomous republics, krays and oblasts. "The entire country's building BAM" is not just a pretty slogan, but the palpable reality of socialist internationalism. After the decree by the CPSU Central Committee, the pace of supervisory work on the construction of permanent villages and residential subdivisions picked up noticeably. We very much hope that the supervisory organizations and institutions, together with their local offices, will take all possible measures to increase the pace of residential and civilian construction this year.

Finally, connecting the eastern and western segments of the main line will necessitate the solving of a number of strategic problems. The BAM construction workers are presently troubled by this question: what do we do after this? Our workers, unified by many years of cooperative work in the largest construction collective, will be gradually released. In what direction will the construction-installation trains travel? There are several possibilities. Project investigations and development are being conducted. A final decision on the future application of the BAM workforce must be accelerated in order to prevent the workforce from dissipating or standing idle. In this regard, it should be remembered that the railroad main line is opening up access to the natural resources of Siberia and the Far East. There are many proposals and even projects for developing the resources of the BAM area. A practical example of this is the Yuzhno-Yakutskaya Territorial-Industrial Complex, which produces high-quality coal for the country and for export. But what else is in store? Many ministries and departments, judging from all the evidence, are not prepared to implement their proposals and therefore are not hurrying to sign us on as subcontractors. Previously, they had a whole year to decide. Now, the accelerated connecting of the tracks is forcing them to rearrange their schedules. To put off this question means to curtail the construction forces that were put together with a great deal of effort. The negative effects of this alternative are obvious. We hope that the imminent problems of BAM will be attentively and thoroughly discussed in the central planning and other agencies together with the ministries and agencies involved.

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RAIL SYSTEMS

SOUTHWESTERN RAILROAD CHIEF ON CURRENT SECTOR PERFORMANCE

Kiev RADYANS'KA UKRAYINA in Ukrainian 6 Apr 84 p 2

[Interview with B. S. Oliynyk, head of the Southwestern Railroad, by L. Dayen, head of the industry and transportation section at the editorial offices of the newspaper RADYANS'KA UKRAYINA, time and place not indicated, published under the heading "Relevant Dialogue: Precise Rhythm to Transportation!": "Discipline on the Main Line: Conversation With B. S. Oliynyk, chief of the Southwestern Railroad"]

[Text] The pulse of our steel arteries beats intensively. It is for good reason that they are called the arteries of the economy. Smooth, uninterrupted rhythm by the railroads determines to a significant degree efficient, reliable operation by plants and factories, mines and construction projects, kolkhozes and sovkhozes. The workers of the Order of Lenin Southwestern Railroad are standing shock-work watch together with all Soviet railroaders.

What kind of a job is this decorated workforce doing today? What is being done to accomplish the tasks specified in the decisions of the February CPSU Central Committee Plenum and in the speech given at the Plenum by CPSU Central Committee General Secretary Comrade K. U. Chernenko? What unutilized reserve potential should be mobilized in the immediate future to consolidate positive trends which have been noted in the performance of the transportation sector? These and other questions defined the subject matter of a pertinent dialogue between L. Dayen, head of the industry and transportation section at the editorial offices of the newspaper RADYANS'KA UKRAYINA, and B. S. Oliynyk, head of the Southwestern Railroad.

[Question] First of all, Borys Stepanovych, would you please tell us what kind of a job your workforce has done in the first three years of the five-year plan? In other words, from what labor bridgehead has your railroad started 1984?

[Answer] Briefly stated, not a bad bridgehead. I could back up this statement with many figures. I shall mention only the principal performance indicators. Our workforce accomplished the 1983 plan targets ahead of schedule. The economic indices target was overfulfilled. What is particularly gratifying, the performance figures targeted for the end of the five-year plan were met as

regards passenger operations and labor productivity. The workforce is also doing a good job this year. I should like to state that in the course of the current five-year plan the Southwestern Railroad has been a winner in the All-Union Socialist Competition in nine quarters. And for successful performance in 1981, 1982, and 1983 it was awarded a challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, All-Union Central Trade Union Council, and the Komsomol Central Committee. We are sincerely grateful to the party and government for their high acknowledgement of our performance. In response to the party's appeal, our workforce pledged to boost labor productivity by an additional 1 percent and to reduce transport operations costs by half a percentage point.

[Question] Obviously these achievements did not happen just by themselves. What determined success? What workforces on your railroad are setting the pace in competition and showing everybody an innovator example? I am talking not only about plan fulfillment figures but also exemplary precision, orderly procedure, and organization.

[Answer] I must state that plan fulfillment is inseparable from orderly procedure and good organization. Our railroad's workforce, just as all Soviet citizens, responded with great satisfaction to the guideline presented by CPSU Central Committee General Secretary Comrade K. U. Chernenko in his speech at the special party Central Committee plenum: "The question of organization and orderly procedure is of fundamental and key significance to us. There can be no two opinions on this matter. Any slackness and irresponsibility cost society not only material losses. They also do serious social and moral damage." A highly valid, relevant statement! Discipline is essential everywhere, and particularly in transportation. This is the unanimous opinion of railroaders, for the slightest interruptions in our work can disrupt the work rhythm of many plants, factories, construction jobs, and entire branches and sectors of the economy. It is for good reason that competition under the slogan: "Iron discipline for the railroad!" is today becoming increasingly more widespread. The people in the Korosten Division are working innovatively, with initiative. A great many valuable, innovative ideas have originated there. "No yard failing to meet the standard turnaround time for loading operations!" This is the motto of the Korosten people. This movement has resulted in savings of 400,000 car-hours in the division. A great deal has also been achieved by the workforces of the Zhmerinka Division, the Kiev Passenger Terminal, Zhitomir, Shepetovka, the Kozyatin and Zhmerinka locomotive depots, the Fastov Motor Car Depot, the Nezhin Signal and Communications Section, and others.

[Question] You have named right-flanker workforces. But are all transport enterprises accomplishing their tasks? Because frequently average and lagging performers are lurking behind the backs of vanguard performers.

[Answer] Unfortunately this is also the case with us. It is particularly annoying since the majority of workforces are doing a good, stable job performance.

[Question] Just who is it that is lagging, failing to keep pace?

[Answer] They are the workforces of the following yards: Vorozhba, Mironovka, Kiev-Petrovka, Vinnitsa, Darnitsa, and Khutor-Mikheylovskiy. We are at present not pleased with things at the Darnitsa Locomotive Depot and in the railroad's Shepetovka and Starokonstantinov sections.... This list could go on. But the point is not in registering deficiencies -- we must find ways to correct them. We want to give practical assistance to lagging workforces, in order to get them moving. This is a common concern both of railroad executive personnel and of local party and soviet agencies.

[Question] Of course every workforce has its production vanguard workers, whom everybody seeks to emulate....

[Answer] Unquestionably there are many innovators, genuine experts at their job on every one of this railroad's workforces. This is our greatest wealth. The sooner we make their know-how the common possession of all, the greater will be the return on all our work efforts. The name of party member and Hero of Socialist Labor V. V. Synhayivs'kyy, crane operator of the Korosten mechanized freight handling section, is known far beyond the boundaries of the Southwestern Railroad. The brigade he heads is already working on targets for the second half of 1984. The Darnitsa yardmaster, M. S. Vasylenko, holder of the Order of the October Revolution and Ukrainian SSR State Prize recipient, maintains a busy train movement schedule. He is working on the fourth quarter of 1984. Thousands of other railroaders are displaying examples of innovative, initiative-filled labor. I would like to give special praise to our locomotive engineers. In the blizzards of winter, in the fall rains, regardless of weather, they go out on the road and endeavor to maintain their schedule. Our best engineers are building upon the fine traditions of the railroaders of the first five-year plans. O. S. Polishchuk, party member and Ukrainian SSR honored transportation worker, holder of the Order of Labor Glory, 3rd Class, and party member Ye. V. Andreyev, holder of the Badge of Honor, both of whom are experienced locomotive engineers at Kozyatin, display a high degree of railroader expertise. They are marching in the front ranks of the movement to run heavy trains. Suffice it to say that since the beginning of the five-year plan Oleksandr Serhiyovych and Yevhen Vasyl'yovych have hauled more than 400 heavy consists apiece, each carrying an additional 250-260 thousand tons of goods for our nation's economy.

[Question] How is their know-how being disseminated, Borys Stepanovych? After all, the future belongs to the heavy, long trains. As we know, in the future 60 percent of freight hauling growth is to be achieved by increasing the weight of consists, and 40 percent by increasing traffic intensity. I recently read in EKONOMICHESKAYA GAZETA an article by USSR Minister of Railways N. S. Konarev. He wrote that this year extremely-heavyweight trains weighing 10-15 thousand tons will be running on a regular basis. And the North Caucasus and Virgin Lands Railroads people displayed valuable initiative in making up consists weighing as much as 15-18 thousand tons. These are gigantic trains! And this movement has its supporters on the Southwestern Railroad. On the most important routes, such as Donbass-Carpathians and Moscow-Kiev-Lviv, they have been running trains weighing 10,000 tons. At the same time our railroad continues to run a great many lightweight, short-length trains. It is a rather strange situation. On the one hand the road foremen want to load trains as heavily as possible, while on the other hand we have light consists. That which is achieved by the vanguard performers is frequently neutralized by the performance laggards. Is this not so?

[Answer] I can back it up with figures. Last year, for example, almost 82,000 heavyweight trains were run. They hauled 47 million tons of freight above and beyond the standard weights. There were also 5,600 underweight trains, however. How can we put a stop to this? We are doing a great deal of work on this question. What is needed is more precise coordination among our services. We need more active support by our customers, industrial enterprises.

[Question] You have touched upon an extremely important problem. It is no secret that some enterprises scream bloody murder when they are not promptly delivered cars when they want them. But frequently their enthusiasm wanes as soon as cars have been spotted on their siding. Stalling commences. Cars stand idle for quite some time, and they are not loaded up to the standard weight. The editors have been advised that at the Kamenets-Podolskiy Cement Plant one out of every 10 cars is underloaded by 5-7 tons of cement.

[Answer] That is true. And here are some additional facts which arouse serious concern. Cars are being loaded only to half capacity with metal scrap, chemicals, etc. The annual loss due to this is equivalent to 20,000 cars. Unloading operations are poorly organized at enterprises of the Ministry of the Fruit and Vegetable Industry, Ministry of Highway Construction, Ministry of Power and Electrification, and certain other ministries.

[Question] As we know, transportation is subject to fluctuations caused by seasonal operations. In summer, for example, crop hauling gets the green light. This complicates the hauling of certain other kinds of freight. How is it possible to smooth the traffic flow and satisfy the requirements of all customers? After all, each has his own production schedule and counts on prompt and on-schedule delivery.

[Answer] Yes, this question is of concern to many people. However, although this may seem paradoxical, some enterprises which are suffering from a certain lack of smoothness in transport operations, themselves engender this lack of smoothness, for last-minute rushwork flourishes in their shops. The new year has just begun. We have plenty of cars standing by on our railroad. We can meet the freight hauling schedule at all enterprises without surges. But the fact is that at the beginning of the year many plants fluctuate in their pace of operations. Are they counting on reaching peak production at the time important agricultural hauling commences? We have lodged serious complaints this year against the Vasil'kov Refrigerator Plant, as well as a number of others.

[Question] Figuratively speaking, the railroad is a litmus paper which reveals unutilized potential and miscalculations in associated branches. In connection with this, I would like to ask the following question: how extensive is hauling of the same goods in both directions at the present time?

[Answer] Counterhauling of metal, reinforced concrete, crushed rock, feed concentrates, etc has not yet been eliminated on this republic's railroads. Here is an example. Every year more than 500,000 tons of metal are hauled to Kiev from the southern oblasts. After unloading and sorting at metal storage facilities, we haul one fifth of the total back in the direction from which it had come. Is this good management, benefiting our nation? There is one additional

problem. We haul scrap metal, coal, vegetables, and potatoes parallel to a waterway artery -- the Dnieper. Is such "duplication" economically advisable? We hope that this republic's Gosplan and Gossnab will draw practical conclusions from this. As we see, discipline in transportation is a complicated problem and is determined not only by the railroaders.

[Question] Your statement of the matter is quite correct. But do certain transport officials not make use of this argument to cover up and justify their own lack of leadership ability? It is the easiest thing in the world to blame one's neighbor. But have exemplary, orderly procedures been adopted in their own operations? My question boils down to the following: What is being done at the central management level and in the divisions to strengthen production and labor discipline and follow-through, to improve work style and methods? This is the most important question at the present time.

[Answer] We approach our work in a self-critical manner. And a sharp, frank dialogue is being conducted at party meetings and at production conferences on deficiencies and the specific persons to blame for them. Quite frankly, there still occur instances of deficiencies in people's work performance, bureaucracy and red tape in handling certain matters. Not everything is being done to achieve optimal utilization of equipment, to improve equipment operation and maintenance, and to make more extensive and, most important, more efficient adoption of the brigade form of organization of labor. In the last year there have been more and more cases of poor performance in traffic (headed by V. Yu. Holubenko), motive power (I. F. Lutsenko), and line maintenance (P. I. Rybachek). In these services there have occurred violations of labor and production discipline and instances of inefficient, unsatisfactory work performance. Last year 2,750 penalties were imposed for various violations, cases of chronic absenteeism, etc. But of course the campaign to strengthen discipline does not boil down merely to punishment. A great deal is being done to develop in personnel a feeling of responsibility for the assigned task and to improve organization. Every quarter I personally receive reports from the chiefs of the divisions, enterprises, and division personnel department chiefs on measures taken to strengthen discipline and reduce labor turnover. Last year the number of cases of chronic absenteeism decreased by 15 percent. A great deal still remains to be done, however. We see our unutilized potential. It includes, first and foremost, improving the operations of the comradely courts, preventive measures councils, mentor councils, etc. A great deal must be done to ensure that all echelons of management function with precision, smoothness, and with initiative. The CPSU Central Committee decree pertaining to the work performance of the party committee of the Ministry of Railways places high demands on party organizations regarding improvement of work style and methods.

[Question] We were just saying that the railroad reflects, as if in a mirror, the quality of the work performance of related branches and sectors. But there is also a mirror which reflects all the nuances of organization of service on the railroad proper. This mirror is the passenger. That army, numbering into the millions, of persons who use the services of rail transportation gives it the most objective assessment. The editors receive a great many letters on this subject. Some contain thanks directed toward the railroaders. But there are also many complaints. Perhaps most complaints deal with trains failing to run on schedule. The fact is that the late arrival of just one morning suburban

commuter train means that hundreds of persons arrive late for their jobs at plants and factories. A great many lathes and looms stand idle because of this, and considerable production is lost! This is the cost of the chain reaction of transportation not running precisely on schedule.

[Answer] We are well aware of this. For this reason all our efforts are directed toward solving a most acute problem -- organization of passenger service. The most important item is to operate on schedule, especially suburban commuter trains. Your readers' complaints are entirely justified.

[Question] What do you intend to do to ensure that passengers note an improvement in the near future?

[Answer] As we know, the new Kiev-Tripolye line was built in the current five-year plan. Track repairs are currently in progress between Tripolye and Mironovka. What does this mean? It will enable us in May, when the summer schedule commences, to route some of the trains heading for the Caucasus, the Donbass, and along the Dnieper on the new line through Tripolye and Mironovka. This will cut en-route time by an hour. But that is only half of it. Using the Kiev-Tripolye-Mironovka line will reduce traffic on the Fastov main. This will make it possible to improve suburban commuter train service in this zone. Another new thing: we are going to increase the size of electric suburban commuter trains to 12 cars. I also want to mention the following pleasant bit of news. The existing passenger depot in Kiev will be expanded. Work has begun on designing a new passenger yard and depot in Kiev.

[Question] We have not yet spoken about quality of service for rail passengers. And yet there is unutilized potential here as well. I know this from my own experience. On my travels as a reporter, I have on several occasions taken the Ukrayina, which makes the Moscow run, Vuhlyk (Kiev-Donetsk), Chornomorets (Kiev-Odessa), and others. It is a real pleasure to travel on these trains. The compartments are clean and neat, and the attendants are polite and friendly. But on many occasions I have encountered exactly the opposite, such as on trains running from Kiev to Nikolayev and Kiev to Chernovtsy....

[Answer] I can't deny it. Incidentally, you mentioned the Ukrayina, which runs between Kiev and the capital of our homeland. It is recognized as one of this country's finest trains. We would like to disseminate advanced know-how more broadly. At the same time I believe that local party and soviet agencies should devote more attention to the condition of passenger trains, for they should not be indifferent toward what kind of trains connect an oblast administrative center with Kiev. This is a common concern for railroaders and local authorities. Our workforce has joined in competition to make our operation a railroad of exemplary passenger service.

[Question] How can you shorten the lines at ticket windows? What is being done and what will be done toward this end?

[Answer] The first unit of the Ekspres-2 automated ticket distribution and sales system is scheduled to come on-line this year in Kiev. Completion is being impeded, however, by slow construction of the building to house the advance ticket sales windows.

[Question] Everybody is talking about this slow-moving construction job on the corner of Shevchenko Boulevard and Comintern Street. Construction has been dragging on for more than 10 years now.

[Answer] We hope that the people in Glavkiyevgorstroy will finally keep their word and complete the job this year. It will offer a total of 56 ticket windows, and this will immediately produce results. Last year 24 ticket ordering and issuing locations directly at enterprises went into operation in Kiev. This fine service has won worker praise. This year we shall open another 40 locations in Kiev to offer passenger services. Locations will also be opened in Zhitomir, Vinnitsa, Chernigov, Khmelnytskyi, Belaya Tserkov, and Konotop. A total of 110 additional ticket windows will be opened at our railroad's passenger stations, including at 3 new ones: new passenger stations in Khmelnytskyi, Korosten, and Slavuta have recently opened for business.

[Question] Working people will be very pleased to hear about all these new developments and will have feelings of gratitude to the railroaders. The automated Expres-2 system, its smart terminals, and their equipment are all very well and good. But the question of passenger service is determined not only by equipment but also by the people who have the honorable job of representing the railroad. Incidentally, in the eyes of millions of passengers the degree to which the railroader is respected depends directly on the quality of job performance by the railroad's representatives -- ticket agents, station duty personnel, and porters. The majority of these are considerate, conscientious, thoughtful individuals....

[Answer] ...Yes, there are also undisciplined, unconscientious workers. We are well aware of this. We have just stepped up to a significant degree in doctrination work with our employees, in order to increase their responsibility for quality of serving the working public. We are appropriately punishing every instance of negligence, slovenliness, and rudeness. In conclusion I should like to say that the many thousands of employees of Kiev's decoration-awarded railroad are filled with resolve to carry out with honor the tasks assigned to railroaders by the party. Every person working for the Southwestern Railroad considers this to be their patriotic obligation and their professional mission.

3024

CSO: 1811/54

RAIL SYSTEMS

TIMBER SHIPMENT IMPROVES; EAST SIBERIAN RR MANAGEMENT PRAISED

Moscow MATERIAL'NO-TEKHNICHESKOYE SNABZHENIYE in Russian No 2, Feb 84 pp 40-43

[Article by M. Kaganskiy, Moscow: "RR Mainline Accelerates Timber Shipment"]

[Text] The steel track of the East Siberian Railroad has extended almost 1,500 km. Shelekhov and Bratsk aluminum, Ust-Ilimsk timber, products of the Angara petroleum chemists, Cheremkhovo and Azeya coal and many more riches of the bounteous Siberian land pass over it. It is only for rare minutes that traffic comes to a standstill along the lively transport artery. The mainline is noticeably picking up the pace. In comparison with 1980, the average speed here rose almost to 14 km/hr and volumes of shipments also increased.

All this seemed improbable quite recently. A large number of cars had accumulated on station tracks. Passenger trains would be 20 hours or a day late. The timetable of freight trains generally was not monitored. Rolling stock was processed at almost every station. Low-capacity establishments with insufficient track construction held cars for a long time.

It is a different picture today. The former accumulation of cars is absent even at the major junctions and the small ones are entirely deserted. Train delays have become extremely rare and actually have developed into an extraordinary occurrence. This is the result of a triunity of technology, discipline and economics.

The most active fixed capital of railroad transport consists of locomotives and cars. A fundamental improvement in their use is an important reserve for increasing work effectiveness. The locomotive inventory has been augmented considerably in recent years, the fleet of modern electric locomotives and diesel switching locomotives was increased, and the car turnover was accelerated. Now their processing is concentrated at major junctions. Primary attention is being given here to building supplementary tracks and adopting foremost production methods.

But no saturation with equipment and no production methods will provide high results if they are not backed up by discipline and if the responsibility of each person, from rank-and-file line workers to managers of all ranks, is not increased. Capital inputs are not required for this; organization and efficiency are needed above all.

Here is a small feature. Our conversation with Sh. O. Tsintsadze, chief of the East Siberian Railroad, took place in an uncommonly quiet atmosphere. There was not the traditional circulation and babel of subordinates with urgent matters and "insoluble" problems. The secret of the tranquility proved to be of rare simplicity. There is a plan regulating the railroad chief's work and everything is written out in this document, which is known to every administration worker: when a specific issue is examined and who is to be present. This is a simple matter, but how the staff specialists and managers sighed with relief. Each one gained an opportunity to plan his workday better.

The East Siberian Railroad seriously took up a strengthening of discipline-- technological, production and execution discipline. Above all they began to strengthen it at interchanges. For a long while relationships with timber procurers were "uncoupled." A shortage of cars for carrying their products became a seemingly customary matter. This is why the railroad officials' assertion that the forestries they served not only had no complaints but even often rejected cars seemed unlikely. But the USSR Minlesbumprom [Ministry of the Timber, Pulp and Paper, and Wood Processing Industry] confirmed that the East Siberian Railroad was fulfilling its contractual obligations precisely.

Quite recently the rail storehouses really were filled with timber products, but now they are empty. The secret of this is explained by the fact that the railroad workers placed timber shipments under strict supervision. They made on-site visits to procurers and lumber chemists, studied their loading capabilities and coordinated dates for delivery of cars, and they began to achieve precise observance of the dates.

There had to be a change not only in production methods of organizing shipments, but also in the workers' psychology. For decades stereotyped thinking had formed: the more cars, the more loading. One could be reconciled with this approach with light traffic, but when railroad capacities are almost exhausted a mechanical increase in the number of cars is not a help, but rather a hindrance. The fact is, trains not only have to be passed through, but cars also have to be made up by routes. The more cars there are, the harder it is to move them over the steel tracks. There is one solution: speed up their turnover.

But how? The East Siberian railroaders followed the path of coordinating with shippers and recipients of the freight. Primary emphasis was placed specifically on this. For example, socialist competition was arranged between the Ust-Ilimsk Station and the lumbermen under the motto "A green light for timber shipments!" Joining in the competition were workers of the railroad transport administration of the Ust-Ilimsk Timber Industry Complex, the Karapchansk Timber Handling Base, temporary operating departments of Nizhneangarskstroy [expansion unknown] and the dispatcher's staff of the Bratsk Department of the Railroad.

Close contact with related industries allowed working according to uniform production methods and using the partners' free tracks. Some tracks were used

to make up trains with timber, others for trains with paper and still others for trains with pulp. As a result the idle time of rolling stock was reduced from 20 standard hours to 12. A lesser number of cars began to carry more timber. The collective of the Ust-Ilimsk Station was awarded the USSR Minlesbumprom diploma for successful conduct of shipments--frankly speaking, not an ordinary phenomenon.

The operation of stations and spur tracks of industrial enterprises under the uniform production methods and strengthened businesslike cooperation of railroaders and freight shippers contributed to a growth in unit trains; almost 60 percent of freight is shipped on them. Coal, petroleum refining products and timber proceed on through trains.

But one can hardly believe that all reserves have been exhausted. In particular, long-distance unit train shipments of timber, such as to Central Asia, the Transcaucasus, the Kuban and other areas are not used widely enough. Railroaders are agreeable to making up the heavy trains, but they have many difficulties here, primarily the diffuse nature of freight flows. Enterprises of USSR Minlesbumprom ship their products to more than 12,000 addresses, i.e., practically to all railroads. The products go from 310 points to the East Siberian Railroad alone, with more than half of those points shipping from one to five cars a day.

The specialized timber industry enterprises in turn produce timber of about 20 grades and so it is difficult to make up full-weight unit trains for certain routes; difficult, but possible and the railroaders decided to try it. Together with specialists of Vostsiblesosnabsbyt [expansion unknown], they carefully analyzed connections between timber production and consumption areas and identified shortcomings in the distribution of orders by loading points. Then using EVM [electronic computers] they determined precisely where it was most rational to ship timber by unit trains. They concluded that the existing timber product flows allowed making up trains even for ultralong distances, to Penza, Orekhovo-Zuyevo, Orsk and other cities.

At the same time they planned specific stations for making up the unit trains. They saw that Anzebi, Igirma, Kezhemskaya, Akul'shet, Tulin and others had the capabilities to do this. Each of them drew up auxiliary tables for making up trains which provide the codes of stations which are part of one route and also take into account those through which timber unit trains must pass without reclassification.

A week before the next month railroaders draw up a specific plan for loading long-range and ultralong-range unit trains together with workers of Lesosnabsbyt [administration for supply and sale of lumber], and the plan is made known to all performers and related industries. Of course, outlining a plan means little. Even the best plan will remain a blank piece of paper if it is not precisely followed at all stages from the delivery of empty cars to the dispatch of specific trains which have been made up.

Experience shows that there are unlimited reserves for accelerating the timber loading conveyor and this is why it is important to disseminate this experience. Its wide adoption will become a reliable basis for unconditional fulfillment of delivery plans. The fact is, as pointed out in the CPSU CC and USSR Council of Ministers decree on strengthening the discipline of deliveries, this indicator is becoming one of the main indicators by which results of labor collectives' work are evaluated.

For transport to function effectively it is important to use each car with maximum return, but far from all timber procurers are concerned with this. Some organizations prefer to work in the old way and try to shift responsibility for their own inefficiency to the railroaders. For example, the Zima Timber Processing Combine and the Oka Rafting Office continue to send "faked" information to higher organizations about deliveries of timber products. They seemingly have the capability of shipping timber, but they allegedly are not supplied with the necessary number of cars. Everything is different in fact: rolling stock is supplied to the enterprises promptly and in the necessary numbers according to the requisition, but there is nothing with which to load them--there is no timber.

It is approximately the very same picture at other timber loading points. Empty cars are not being used at many of them and are being rejected. This affects the shortage of cars in a very direct manner, for railroaders have to send the rolling stock uselessly from one timber loading point to another in search of timber. The turnover of cars is slowed and a shortage of empty cars on the mainline is artificially created. Workers of goslesoinspektsiya [expansion unknown] of Soyuzglavles [Timber Products Main Administration] and of the East Siberian Main Territorial Administration should have monitored fulfillment of obligations by procurers more strictly and adjusted their production plans with the requisitions submitted.

Flaws in Irkutsklesprom are particularly perceptible. This collective truly became the talk of the town. It was criticized repeatedly for mismanagement of rolling stock, but there have been no noticeable positive improvements. To the contrary, the "record" of losses continues to grow. Instead of directing efforts toward eliminating the lag, the people here show a long spiral "route." They under-order hundreds of cars, reject those that arrive and do not load on time.

Cars are delayed in unloading at many enterprises, with the enterprises of the Soyuztsellyuloza Association--the Baikal Pulp and Paper Combine and the Bratsk Lumber Industry Complex--being the most unsatisfactory in this regard. The blame for this rests not so much with the enterprises as with the shippers.

Why, for example, doesn't that same Baikal combine manage to release cars promptly? The fact is that for many years now it has been tripped up by one of the timber suppliers, the Khandagayty Zabaykalles Timber Management. The pulpwood is loaded here in bulk, in varying lengths and without bottom pads. Branches are not properly trimmed off. They often forget to place uprights in the gondolas. As if in mockery, the timber procurers apply the label "loading mark of quality" to the car documents.

Unfortunately this cannot be confirmed by the paper workers. They are forced to pull out the bulk freight with a 30-ton crane literally log by log. A chain reaction of disruptions occurs in this manner. The scarcity of empty cars is artificially aggravated. It could be reduced sharply if all related workers fulfilled their obligations strictly.

It is generally known that precise organization of a matter permits resolving many difficult problems. The foundations of fast unloading have to be laid down back in the procurers' lower yards. No special inputs are required for this; one only has to observe elementary rules for stacking and fastening timber.

Many examples can be given where related workers help each other. The Bratsk department of the railroad alone concluded agreements with 50 enterprises for adoption of a comprehensive system for effective car utilization. Metallurgists of the Bratsk Aluminum Plant and railroad workers of the Bagulnaya Station are working successfully according to the Lvov method. As a result not only is the plan for shipping nonferrous metal fulfilled, but the idle time of cars on station tracks has been reduced by a little over four hours.

Cooperation agreements also have become commonplace in the Irkutsk Department. Here it was proposed that enterprises load cars in the first half of the day; with this production method the railroad workers can deliver freight to local customers that same day. The released empty cars already are being supplied to other shippers at the beginning of the following day.

The specific businesslike help proved to be mutually advantageous. The Angarsknefteorgsintez Association built excellent gravity yards, transport shops, railroad tracks and other station facilities and transferred them to the balance sheet of the East Siberian Railroad. This association is an enormous industrial complex, with mineral fertilizers holding a very important spot in its products list. The fertilizers go to all corners of the country by rail. There never are irregularities in shipping the "field vitamins" here thanks to the mechanization of laborious processes and wide use of containers. Mechanized lines not only deliver products of the carbamide shop to the cars, but also distribute them evenly there over the entire area. One person handles the stacking of fertilizer within the car.

Products at loading sites of a neighboring nitrogen fertilizer plant are shipped in rubber-cord containers, which also are quickly put in place. A truck crane picks up two containers at once and sends them off to a car. Fertilizers in such packaging later are convenient both to unload and transload from one kind of transport to another. Adoption of the container method considerably improved working conditions and sped up loading rates. The layover of rolling stock has been reduced an entire hour through mechanization.

The cohesive work of petroleum chemists with railroad workers of the Kitoy-Kombinatskaya adjoining station is helping to achieve high results. For many years now the related workers have worked under uniform production methods. Dispatchers of the station and of the Angarsknefteorgsintez Association imeni

60th Anniversary of the USSR transport administration simultaneously watch the progress of loading and unloading operations. The related workers accomplish common tasks. Station switching dispatchers and the head of the transport shift plan their duty periods together, help each other out with equipment and coordinate joint actions.

Such teamwork is producing good results. Let's say that ten cars are lacking for preparing a unit train of full weight. The switching dispatcher turns to his related worker, where loaded cars are sent urgently, taken to the station with their own locomotive and empty cars are picked up along the way. All this gives the railroad additional means of transport.

Cooperation has been arranged with Irkutskenergo [expansion unknown]. Coal for its enterprises comes from Cheremkhovo, Azeya and other points. It happens where four unit trains come from neighbors all at once. It is naturally impossible to process them all at once. To keep the cars from laying over, the railroad workers readdress these trains to free tracks along the way by agreement with the power engineers. The number of cars not unloaded is reduced and the turnover of local rolling stock is accelerated approximately by 20 percent.

"The timetable is the traffic law." That poster hangs in many stations of the East Siberian Railroad. There is a timetable cult existing here, if it can be thus expressed. Their fulfillment is strictly monitored both in the administration and in the railroad's departments. The timetables are dotted with parallel lines and reflect the progress of all train traffic, both freight and passenger. Their swift, rhythmic run is interrupted only for rare minutes. The merry beat of the wheels on the steel mainlines is a sign of the high professional expertise of the traffic commanders.

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RAIL SYSTEMS

BRIEFS

RAILROAD-WHEEL PLANT RENOVATIONS--Dnepropetrovsk--The construction workers, having congratulated the metallurgists of the Nizhnedneprovskiy Tube-Rolling Mill imeni Karl Liebknecht on the production of their 20-millionth railroad wheel, have begun redesigning the wheel-rolling shop. Production will not be interrupted during the redesign. Over its nearly half-century history, the shop has provided wheels for nearly one-half of all the country's rolling stock. Its products also perform reliably underground, on most of the country's subway trains. During the remodeling, one of the present process lines will be replaced by a high-production rolling mill and presses. This equipment will produce locomotive wheel rims, ring assemblies for paving machines and other large parts for transport equipment. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 17 Apr 84 p 1] 12595

NEW 6-CHANNEL TRANSPORT RADIO--Dnepropetrovsk--The "Transport-N" six-channel radio will be available for the personnel of various railroad departments in 1985. It was ordered by the USSR Ministry of Communications and is to be produced by the Dnepropetrovsk Radio Plant. It is designed for railroad terminal communications. It has greater power and weighs less than the present "Prichal" and "Sirena" radios. It is the first model to make use of selective calling. The set features two keys to increase the unit's capabilities. These features make radio communications in large railroad terminals more reliable and consistent. The first test sets were tried out at the Voronezh Terminal. The "Transport-N" can be seen at the Exhibition of USSR National Economic Achievements, where the exhibit "New Communications Devices and Equipment" is open. [Text] [By I. Manevich] [Kiev RABOCHAYA GAZETA in Russian 18 Apr 84 p 4] 12595

FMS FOR TRANSPORT PLANTS--The technical-economic committee of the Main Administration for the Repair of Rolling Stock and the Production of Spare Parts (TsTVR) discussed problems of development and implementation of flexible machining systems (FMS) at enterprises of the transport industry. These systems include robots capable of being set up for production of different parts. A decision was made to develop a program for their implementation. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

ROLLING-STOCK REPAIR TECHNIQUES--A program was developed by the TsTVR for implementing new methods of restoring and reinforcing rolling-stock parts using laser equipment, flame spraying and other innovative technologies. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

LOCOMOTIVE WHEEL ASSEMBLY INSTRUCTIONS--The TsTVR, together with the Main Locomotive Administration, is preparing instructions on organizing the assembly of wheel pairs for EP200 electric locomotives to ensure high-speed operation. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

SYMPOSIUM ON CNC MACHINING--The Krasnyy Put' Plant held a symposium with participants from the Polish People's Republic. The symposium discussed problems associated with the introduction of computer numerically controlled (CNC) machine tools. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

ACCELERATED DIESEL LOCOMOTIVE PRODUCTION--At a joint conference of scientists and leading specialists from the Ministry of Communications and the Ministry of Heavy and Transport Machine Building, it was decided to accelerate the organization of production of large diesel locomotives, first of all for the Baykal-Amur Main Line. Separately discussed was the question of producing diesels of from 1,200 to 6,000 hp that are different in size from previous models. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

LOCOMOTIVE PROBLEMS ADDRESSED--A program and specific approaches were developed for the upgrading of the first 2TE116 diesel locomotives, which have performed inconsistently in operation. It was decided to increase the supply of rail-road spare parts and equipment produced by the Ministry of Heavy and Transport Machine Building. [Text] [Moscow GUDOK in Russian 13 May 84 p 1] 12595

CSO: 1829/276

MARITIME AND RIVER FLEETS

CHIEF ON HISTORY, DEVELOPMENT OF MURMANSK MARITIME FLEET

Moscow VODNYY TRANSPORT in Russian 5 Jun 84 p 3

/Article by V. Ignatyuk, chief of Murmansk Maritime Shipping Company:
"People Make History"/

/Excerpts/ Murmansk is the city where the northern sea route started. Having become a symbol of courage, this port city, whose berths welcomed Papanin's heroic men and brave allied convoy members, now welcome and see off new heroic seafarers daily. Murmansk is a harsh territory, where people and their hearts are tempered for great and glorious deeds.

The Murmansk Maritime Shipping company was conceived at the initial stage when the Northern sea route was being extensively developed. Nowadays it manages the main task successfully--that of ensuring cargo transport across the icy routes of the Soviet Arctic's western region. The MMP /Murmansk Maritime Shipping Company/ fleet is being constantly expanded. Just in the three years of the current five-year-plan the transpolar seamen have mastered the operation of specialized motor vessels of the Mikhail Strelkovskiy and Noril'sk type. Nuclear-powered ice-breakers Lenin, Leonid Brezhnev (Arktika), and Sibir' form the base and main shock force of the MMP icebreaker fleet. The day is not far off when one more vessel, the Rossiya, will be added to the family of nuclear-powered icebreakers. Nowadays the MMP fleet's sailing range is not limited to the icy spaces of the Arctic alone. Annually, the Murmansk ships call at an average of 170 ports in 35 foreign countries, where they worthily represent our great Motherland.

The fleet is being expanded only with specialized production ships; this makes it possible to handle the ever-growing cargo flow travelling to the Murmansk basin. During the current five-year plan alone our seamen have mastered operation of 14 Mikhail Strelkovskiy-type ships, a Noril'sk type ship and the 10,000-horsepower port icebreaker, the Dikson.

Shore economy development continues, which will partially eliminate the imbalance between fleet development and the shore base.

The first phase of a complex for transshipment of products manufactured by Norilsk metallurgists, a 2,744-ton capacity vegetable and potato storehouse in Murmansk, a 600-ton capacity fruit and vegetable storehouse in Dikson port, and an ASU (IVT's) /Automated Control System and Information-Data Center/ building have begun operation; the bottom of the Yenisei River delta navigable ship channel has been deepened for a length of 36 kilometers; and construction is continuing on a servicing base for the icebreaker fleet.

As we see, a great deal of work is going on. And it could not be otherwise: for establishing stable year-round transport links in our country's northern regions has acquired the nature of a major economic problem on the resolution of which depend, to a large degree, the effective operation of industrial complexes, geological expedition and trade, and the timely entrance into production of products from northern enterprises.

In the history of Arctic navigation, the largest volume of shipments has gone to Dudinka. Since 1978, the fleet here works on a year-round schedule. From the moment navigation was set up for the extended period, shipment volumes have grown steadily and have risen today by 38 percent as compared to 1980.

In the 11th Five-Year Plan for Arctic summer navigation, special attention was given to assuring transportation of vegetables, as well as imported large-diameter pipes from European ports to the Ob inlet for the construction of the Urengoy--Pomary--Uzhgorod gas pipeline. In the 1983 shipping period alone, our fleet carried 133,200 tons of such pipes.

Naturally, with the growth of the material and technical base, the shipping company collection is putting forth every effort in order to improve the efficiency of utilizing this base. And this task is being carried out successfully.

Twenty-eight transport vessels have been switched to working with a reduced complement, following the example of the Shchekinskiy's Azot Production Association, thus releasing 49 persons for work on newly added ships. Use of progressive brigade forms of organization and wage payments was further increased in the shipping company ports and the repair shipyard. Those covered include 88.7 percent of workers in ports and 74.9 percent of those in the repair shipyard. Of the number of workers employed in loading-unloading operations, 27.8 percent handle the vessels using the cost accounting method. The level of fully mechanized loading-unloading operations has been brought to 95.7 percent. This has made it possible to increase labor productivity in transport by 20 percent...

I have probably somewhat overused the wealth of statistical material, but it is precisely in it that the end-results of the many-thousand-member collective's labor are most visibly reflected. In addition, the indicators achieved are considerably higher than those set by socialist obligations, and this provides realistic basis for assuming that the 11th Five-Year Plan targets will be attained ahead of schedule.

Of course much remains to be done for achieving this; a number of serious and complicated problems must be resolved. Specifically, crew working conditions must be considerably improved when cargo is being unloaded from ships onto a shore that lacks facilities. Even though much is already being done--floating tractors have been built, platforms on an air-cusion are being tested, pontoons have been modernized, and amphibious equipment has been received--it is yet still too early to consider the matter closed. Problems in developing the shore base, the material and technical supply service, and the Torgmortrans /Commercial Maritime Transport/ demand serious attention. We need ships with a 1,000-ton load-carrying capacity to assure transport of cargoes between Kandalaksha and Uмба and for delivering supplies to settlements on the Barents and White Seas shores...

12577
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MARITIME AND RIVER FLEETS

OB-IRTYSH SHIPPING CHIEF ON CURRENT PROBLEMS

Moscow VODNYI TRANSPORT in Russian 7 Jun 84 p 1

/Interview of A. V. Lyuft, director of Ob-Irtysh United River Shipping Company, by G. Vstavakiy, VODNY TRANSPORT correspondent: "Difficult Runs--Good Management Overcomes Contrariness of Nature"/

/Text/ A difficult situation is developing now on the rivers of West and East Siberia. Nature presented the water-transport workers with a "surprise," delaying the opening of navigation by nearly three weeks; yet the volume of freight over the "blue highways" of the region is very high. Our correspondent G. Vstavskiy met with A. V. Lyuft, director of the Ob-Irtysh United River Shipping Company, and asked him to tell about the course of shipping.

/Question/ Al'bert Vladimirovich, navigation on Western Siberia's rivers began later than usual. What measures are being taken in the shipping company to reduce the losses that nature caused?

/Answer/ Yes, indeed, this spring has turned out to be extraordinarily complicated for the Ob-Irtysh basin river transport workers. Judge for yourself: the first convoys of ships on the Irtysh, Tura and Tavda rivers left two weeks later than last year. Such a belated start of navigation forced us to adopt supplementary measures. Specifically, the schedule for the fleet to go into operation was reexamined, with the intent of getting it to work within the narrowest possible time-limit. Significant corrections also had to be made in the operational work plan, above all on improving fleet utilization. Other measures were undertaken for organizational growth of navigation in all the basin's breadth.

/Question/ What problems face the Irtysh and Ob river transport workers?

/Answer/ "As always, they are very complicated and extremely important. Taking into account the obligations accepted, more than 30 million tons of various freight must be delivered to the population, to enterprises

and to construction sites in the Tyumen, Omsk and Sverdlovsk oblasts; this is 810,000 tons more than was carried last year, which was much more favorable for river transport.

As before, the number one problem for our collective will be bringing freight to the Tyumen Oblast oil and gas drilling regions. Here the Ob-Irtysh United River Shipping Company fleet must deliver 8.54 million tons of cargo important to the economy. Note that shipments are increasing primarily on small rivers and into hard-to-reach transpolar Tyumen regions; more than three million tons cargo are planned to be shipped there.

Very complicated, no less significant tasks face the Irtysh and Ob river transport workers in delivering vital cargoes to the Nadym, Kazym, Agan and Pur Rivers...

This year for the first time the problem of getting shipments to the rayon where the Yamburg gas condensate field is being brought into production reached its full dimensions. Hundreds of thousands of tons of varied loads must be delivered to the mouth of a small tundra streamlet of fancifully named Nyudya-Mongoto-Yepoko. Taking additional orders into consideration, deliveries to this northern river have grown 16 times above what they were last year! In order to carry out such an important task, a plan of measures was developed in the shipping company, and a fleet was assigned. In Yamburg, a new cargo area is being developed as part of the Salekhard port. Now much depends on the readiness in Yamburg of the water landings and departmental terminals. Irtysh workers are carrying out an enormous volume of dredging to developing the water landings and the approach channel. Right now it is important not to let time slip by. Together with the northern deliveries, transport of agricultural cargo will take place under special management. During the shipping period we must deliver not less than 2.5 million tons of diverse cargo to rural workers. As in past years, ships for rural cargo transport will be allotted to cargoes who make the first request.

/Question/ The stream of freight to Western Siberian rivers is growing every year, yet the navigation period remains unchanged. Now do you intend to carry out the plan set and the increased obligations?

/Answer/ First of all, a policy to extend the navigation has been adopted in recent years. For this purpose ice-breakers and other powerful ships are available to the shipping company. In fact this year, in spite of the cold late spring, the first boats began moving already in March. As a result of man-made excavations in the Omsk port water area and the Irtysh channel, sand and other loads were transported during the ice-up. Docking of ships began earlier in Omsk, Tobolsk and Tyumen.

Unfortunately, because of the complicated technical operations being carried out by the Tyumen line workers drilling a tunnel through the Irtysh, we did not succeed to put the icebreakers Kapitan Zarubin and Kapitan Yevdokimov into operation within the planned time limit. All the same and in spite of the forced delay in utilizing the icebreakers belonging to another fleet, the exploitation period in some areas of the basin is slated to be increased from 15 to 18 days; this will enable transport of not less than 600,000 tons of cargo important for the economy.

We see a second and perhaps the basic resource in improving fleet utilization, the overload technique. In the shipping company's operating work plan the gross processing period for ships at port berths and customer berths is slated to be reduced by 6.2 percent. New capacities for shipping in the Nizhnevartovsk, Serginsk, Nadym and Urengoy ports are coming into operation. The total length of available berthing will increase by 525 linear metres. Additional customers berths have been built in Tobolsk, Tyumen and Belyy Yar.

The technical servicing of ships and maintenance of the fleet during the shipping season are improving considerably in this shipping company. New ship-hoisting equipment has become operational in Omsk and Salekhard, as well as a floating repair shop in Urengoy. Every year the crew has issued many criticisms about the unsatisfactory organization of integrated fleet servicing, especially north of the basin. In order to reduce expenditures on engineering operations, in Salekhard a new refueling tanker and a unit for bilge-water collection and reprocessing plant are coming on line.

In transshipment ports, coordinating soviets are being organized jointly with the railwaymen, and competitions are arranged among the multiple composite shifts. Navigation staffs for coordinating fleet processing at departmental berths will operate in Nizhnevartovsk, Surgut, Salekhard, Nadym and Urengoy. We are planning to transport more loads in packages and containers.

The brigade contract method will be developed further. Eight multiple enlarged composite brigades, in which 365 workers will be active, have been established in the ports of the shipping company.

Many reserves can also be uncovered by increasing transport via use of larger capacity cargo units and a group shipment method..."

/Question/ Al'bert Vladimirovich, among the many components of outstanding work, socialist competition and worker initiative play an important role. How do you take three resources into account in your plans and duties?

/Answer/ The decisions of the December (1983) Plenum of the CPSU Central Committee and of ensuing Central Committee Plenums of our

part in February and April and also the results of the USSR Supreme Soviet's first session have been wholeheartedly approved by all collectives of the shipping company. Responding with action to the party's call to increase labor productivity by 1 percent above plan and lowering costs by half of 1 percent, the river transport workers of the Ob-Irtysh United River Shipping Company have accepted increased obligations.

In order to adopt the most advanced experience, strengthen the level of organization and discipline, improve utilization of the fleet and of labor and material resources, as a supplement to the plan it has been specified that labor productivity be increased by 1 percent in transport, loading and unloading operations and production. The obligations also provide for moving 200,000 tons of cargo above plan, including 100,000 tons cargo to be delivered to Western Siberia's oil and gas workers.

Many fleet and shore collectives have adopted the increased obligations and counter plans. The dock workers have stepped forward as the initiators for early completion of the state plan and increased obligations in the republic competition. Many ship crews have supported the innovation by eleven pusher tugs from the West-Siberian shipping company who promoted the initiative: "Work at top efficiency, sail without accidents."

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MARITIME AND RIVER FLEETS

VOLGA-DON WORKERS COMPLAIN ABOUT COMMO SYSTEM FLAWS

Moscow VODNYI TRANSPORT in Russian 8 May 84 p 3

[Article by V. Zhivotkov: "So Far--Only Promises"]

[Text] For many years we have appealed to the basin ' communications office of the Volga-Don Shipping Company to establish reliable communications between the hydraulic developments on the Don and Severskiy Donets rivers, but without results. There have been no communication links with the Fifth, Sixth and Seventh Hydraulic Developments on the Severskiy Donets since 1981. The radio-relay link with the Kochetovski Hydraulic Development on the Don and the Veselovski Hydraulic Development on the Manych is often out of service due to electric power outages.

In order for us to get in touch with the regional management or to relay emergency information on hydroengineering equipment problems, we have to run to the post office in the nearest village. But reliable communications are necessary not only for work needs, but also for daily living. The family members of communications engineers also live at the development sites.

Dear editors, help us bring some order to the communications situation!

S. Zhavrid, S. Vetchinkin, D. Degtyarev and A. Pelikh, chiefs of the Fifth, Sixth, Seventh and Veselovski Hydraulic Developments of the Nizhne-Don Hydro-engineering Region.

Correspondent's Commentary

The communication lines restored in the early years after World War II worked beautifully. However, in recent years they have fallen into disrepair due to a lack of proper upkeep. In the section from Belaya Kalitba to the Fifth

Hydraulic Development, many telephone poles have rotted, and the lines are hung from tree branches. And from Kamensk to the Seventh Hydraulic Development, there's no line at all: someone cut down and removed the telephone poles.

In 1981 the administration of the Volga-Don Ship Canal imeni V. I. Lenin ordered a telephone system design for the hydraulic developments on the Severskiy Donets. The technical design was completed. The working documentation arrived for building the line from the Kochetovski Hydraulic Development to the Fourth Hydraulic Development. The basin's communication center received cable, but the communications workers are in no hurry.

Near the Kochetovski Hydraulic Development, the communications workers laid a cable beneath the Don River back in 1975: however, they were not able to any further, most importantly of all to the Ust-Donetskiy Communications Center. Captains, dispatchers and shipping inspectors have repeatedly complained about the unreliable communications. The radio transmitter at the Tsimlyanskiy Reservoir, which links Volgodonsk and Kalacha, is often interrupted. On the Nizhniy Don, from Rostov to Semikarakorskaya, a dead area exists as before; a vessel dispatcher often has no word on ship's progress for a long time. Communications with the Yeyskiy Port are unreliable.

The situation with the telegraph in the shipping company headquarters building is paradoxical.

The female communications staff requires the close supervision of the Cable Communications Shop management and the Basin Communications Center management: one of the staff may be on maternity leave, another may have a sick child. However, neither Shop Manager V. Marukhnenko nor Central Manager Yu. Botvinnikov made provisions for such situations. As it turns out, on some days the ten telegraph units are handled by only one person.

Communications is the nervous system of transport. The actions of communications workers can mean that minutes of precious operating time can be saved or lost. They are the most active participants in the overall transport process. However, if the nervous system is sick, it needs a good doctor.

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MARITIME AND RIVER FLEETS

UPPER IRTYSH RIVER SHIPPING COMPANY PERFORMANCE FAULTED

Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 29 Apr 84 p 4

[Text] The Upper Irtysh River Shipping Company plays an important role in providing transportation links between the enterprises of the region along the Irtysh. In a season, the company transports over 1.4 million passengers and up to 7 million tons of freight. The river ports are equipped with over 800 vessels of various types. There is a large amount of dredging and freight-handling equipment. There are also ship-building and ship-repair yards.

The republic's People's Control Committee checked the shipping company's preparedness for the 1984 shipping season and uncovered a number of shortcomings. There were shortcomings in the quality and volume of ship building and repair. The established deadlines for repairing berths, piers, freight-handling equipment and crane and railroad rails were not met. Valuable equipment and materials are stored in complete disorder and are being ruined.

The port and repair-yard areas have not been cleaned of rubbish and scrap metal. Due to a lack of control on the part of shipping company management, several enterprises and river ports have shown work as completed when in fact it was not. For instance, work was not completed on 29 ships that were received from the ship-building and ship-repair yard (headed by V. Levkovich), where they had been sent for repairs. No propeller shaft or propeller was installed on the vessel "Raketa-12," which was included in the yard's summary report.

Similar cases were noted for vessels repaired at other yards and also vessels refurbished by port workers. The shipping company itself received an unacceptable tugboat and barge from the Pavlodarskoye Ship-Building and Ship-Repair Yard. On the orders of its foreman, V. Vtyurin, over 3,000 rubles in bonuses were paid out. In turn, the director of the Pavlodarskoye yard, L. Lyashko, gave an order to award illegal bonuses amounting to 720 rubles to the yard's workers.

A number of other serious shortcomings and omissions were uncovered during checking. Through the fault of the shipping company, three imported floating cranes have not been used since 1978. Large stocks of above-plan reserves of materials and equipment have accumulated. The brigade contract system has not been introduced to the necessary degree at plants or in ports. There are many violations of labor and production discipline.

The committee severely punished the management of these enterprises. Comrades Vtyurin and Lyashko were required to make payments as partial restitution of the losses they caused. The attention of the KaSSR Council of Ministers' Glavrechflot management was called to the slow pace and low quality of fleet and facility preparations made by the enterprises of the Upper Irtysh Shipping Company and Basin Administration for the 1984 shipping season. Their attention was also called to the work done on paper only, the poor storage of equipment and materials and the absence of measures to put cranes into operation in due time. They were obliged to correct these problems. The deputy chief of Central Administration, P. Kovalenko, was reprimanded for lack of oversight in preparing the fleet for the shipping season.

The committee obliged the management of the central administration and the shipping company to appear before the staffs of the organization's enterprises and inform them of the inspection results and measures taken to correct the problems.

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MARITIME AND RIVER FLEETS

KERCH BUILDERS PROGRESS WITH NUCLEAR LIGHTER CARRIER

Kiev RABOCHAYA GAZETA in Russian 28 Apr 84 p 1

[Text] Breaking ice up to one meter thick; breaking a path for itself through the Arctic seas; taking freight to any point along the frigid ocean shore, where there are no equipped ports--this will all be within the capabilities of the new nuclear-powered lighter carrier now being built by the Zaliv Shipbuilding Yard imeni B. Butoma in Kerch. This powerful ship will mark the beginning of the upgrading of the Soviet maritime fleet with specialized vessels, in accordance with the decisions of the 24th CPSU Congress.

The first of these nuclear-powered, ice-breaking giants is a single-screw, single-deck vessel with crew quarters fore and the engine room, with its reactor compartment amidships. The ship's dimensions are dictated by the conditions under which it will operate.

The vessel's hull is 260 meters long, 32 meters wide and displaces 61,000 tons. It will have a draft of less than 12 meters, enabling it to cruise close to shore. The lighter carrier's powerful steel ram will be able to break a path through a solid ice field. The vessel will be able to operate independently for two months. This is exactly what is needed for operation on the Northern Maritime routes where the summer is short.

"The freighter which we are building," says Yard Director G. Khmel'nitskiy, "will be driven by a 40,000-hp nuclear power unit. It will be able to achieve a speed of 3 knots even in solid ice and up to 20 knots in open water. Not every vessel can do that."

The new creation of the domestic fleet is the fruit of work done by designers in Leningrad. According to their concept, the compartments on deck and in the hold will be able to accomodate seventy-four 300-ton lighters. They will be raised and lowered in the water by a gantry crane on the upper deck. The crane has a capacity of up to 500 tons.

After taking the lighters on board, the nuclear-powered ship will head for its destination. Upon arrival, the crew will lower the lighters into the

water and leave them in a roadstead. The port's tugboat will take them to a berth where longshoremen will unload the cargo. On the return trip, the lighter carrier will pick up the empty "containers" and return to port for more cargo.

The control of the nuclear-powered lighter carrier is so automated and centralized that three crewmen on watch will be able to monitor the operation of the nuclear power unit and the instruments. Electronic devices will take over the basic control functions of the ship.

The honor of building the first nuclear-powered Arctic lighter carrier was not given to the Kerch shipbuilders by chance. Their experience in developing the "Krym" and "Pobeda" series of large tankers was taken into account.

New production facilities have been built here in a short time and ship-building collectives have been formed. Anatoliy Voloshin, an excellent production worker, was chosen as the chief builder of the nuclear-powered freighter.

Section parts for the first portion of the lighter carriers are arriving at a fast pace. This is where the main part of the vessel is being built: the engine room with its nuclear compartment. The parts come from the hull-machining shop where they are built by a complex brigade headed by A. Andriyevskiy. The collective of the hull stock shop is also filling orders.

The following brigades are doing excellent work at the dock which is to be the cradle of the new ship: the vessel-assembly brigade headed by Z. Strok, the electric-welding brigade headed by L. Perets, etc. They are all successfully keeping to the work schedule.

The introduction of the nuclear-powered lighter carrier into the Arctic Sea will aid in solving the problem of providing economical bulk shipments along the Northern Maritime Route. It is also important for another reason--it will allow the domestic transport fleet to gain experience in the commercial operation of such vessels more quickly. These vessels undoubtedly have great prospects for the future.

Understanding this, the Kerch ship builders are trying to do everything as well as possible. They are full of determination to finish this mighty ship within the scheduled time.

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PORTS AND TRANSSHIPMENT CENTERS

MINISTRY TAKES STEPS TO IMPROVE RAIL-RIVER TRANSPORT WORK

Moscow ZHELEZNODOROZHNIY TRANSPORT in Russian No 4, Apr 84 p 32

[Unattributed article "Replies and Announcements"]

[Text] The RSFSR Ministry of the River Fleet [Minrechflot] has reviewed the questions of direct combined rail-water shipments as raised in the articles "To Improve Lumber Cargo Shipments" and "Rationalization of Iron Ore Shipments" (see the journal ZHELEZNODOROZHNIY TRANSPORT, No 5, 1983). As the editors were informed by collegium member V. F. Pronin, the Minrechflot use as correct the proposals for the further development of these shipments and for the fuller utilization of the capacity of water transport. But the carrying out of this task is possible only with the joint purposeful and coordinated actions of the planning bodies, the dispatchers and recipients of the freight, rail and river transport. However, in many instances there is no such coordinated work. As was correctly pointed out in the article "To Improve Lumber Cargo Shipments," in a majority of instances the type of transport for delivering the freight is determined by the owners of the freight in the stage of planning the deliveries and concluding the contracts between the suppliers and consumers of the product, without any involvement of competent representatives from the transport organizations.

Major shortcomings in the development and ensuring of direct combined rail-water shipments are permitted by the lack of coordination in the operation of river and rail transport. Thus, even in the 10th Five-Year Plan, the port of Yaroslavl received from the Northern Railroad up to 158,000 tons of lumber cargo for transporting by river transport to the southern regions of the nation, while now these shipments have virtually ceased. The total transfer of lumber from rail to river transport has declined from 526,000 tons in 1978 to 390,000 tons in 1982.

Year after year the rationalization quotas and the plans for combined rail-water shipments of lumber cargo are not carried out. There are several reasons for this including the unsatisfactory delivery by the railroads of loaded and empty cars to the transloading ports (in 1982, 98,500 loaded and 101,900 empty cars were not delivered).

The lumber cargo delivered by river transport to the second transloading points in the navigation season at times is shipped out by rail as late as almost the spring of the following year. Thus, in 1982, the Ust-Donetsk port received

551,800 tons of lumber by the river fleet while the dispatching of this cargo to consumers was completed only in April of the following year. Such a situation in the delivery of the cargo forces its owners to reduce the combined shipments.

The RSFSR Minrechflot has the capability annually of receiving 1.2-1.5 million tons of lumber cargo from the railroads and thereby free up hundreds of cars for transporting other national economic freight. However, the solution to these questions has not been given proper support on the practical level.

The development of iron ore shipments by river transport is being impeded by the insufficient development of the freight-owner piers. For increasing such shipments, the USSR Ministry of Ferrous Metallurgy was to construct, expand and reconstruct a number of piers in 1981-1985, including for receiving 2.8 million tons of iron ore concentrate and limestone at the industrial port of the Cherepovets Plant. However, this work has not been carried out at a sufficient pace. The construction of many departmental mechanized piers has also fallen far behind.

The RSFSR Minrechflot is taking measures to accelerate the construction of the departmental piers and to increase freight shipments in through, combined rail-water traffic. The carrying out of this task will depend largely upon the coordinated work of rail and river transport.

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PORTS AND TRANSSHIPMENT CENTERS

PORT PERFORMANCE WRAP-UP FOR MAY 1984

Moscow VODNYY TRANSPORT in Russian 26 Jun 84 p 1

[Text] The May plan for loading and unloading operations was fulfilled by transshipment centers as a whole at a level of 105.8 percent. The collectives of the Arkhangelsk, Leningrad, Taganrog, Baku, Makhachkala, Krasnovodsk, Bautino, Vostochnyy, Aleksandrovsk, Korsakov and Petropavlovsk transshipment centers were outstanding performers. The assignment for May was not fulfilled in Mezen, Skadovsk, Kerch, Sochi, Poti, Batumi, Aktau, Vladivostok, Magadan, Poset and Poronaysk.

The transshipment centers of the Northwest and Southern Basins received more export cargo in May than called for in the plan, while Far Eastern centers did not receive the planned export cargo, though they did receive more than last year. The collectives of the transshipment centers of Klaypeda, Izmail, Nikolayev, Poti and Nakhodka had good indicators for the unloading of export cargo from freight cars.

The target for shipment of import cargo in May was fulfilled by all centers at a level of 117.2 percent in terms of tons, although freight car delivery was only 97 percent of the plan.

More imports were shipped out than arrived during the month, and as a consequence the backlog was reduced by 220,000 tons. There was an increase in the backlog in storage and on ships of grain cargo in containers (by 2,600 tons), perishable goods (14,000 tons), and other foodstuffs (16,700 tons), as well as of pipe (22,600 tons).

There were serious departures from the schedule of incoming vessels carrying imports.

Workers in the related transportation branch [RR] made a fine effort in fulfilling the plan for delivery of freight cars to be loaded with import cargo, and the monthly targets were overfulfilled at the transshipment centers of Arkhangelsk, Tallinn, Klaypeda, Berdyansk, Zhdanov, Nikolayev and Vanino. Transportation workers in Murmansk, Ventspils, Kerch, Poti and Vladivostok, where the outshipment of imports was 60-85 percent of the May plan, performed below their capabilities.

The problem of shipping out perishable goods from Baltic transshipment centers was especially acute in May. The railroad experienced and is still experiencing difficulties because of refrigerated freight car limitations. But in that situation the results of the Baltic transshipment centers were mixed. During the month Klaypeda shipped out 15,100 tons of perishable goods, Ventspils 14,000 tons, Kaliningrad 10,400 tons, and Riga least of all--9,500 tons.

Lengthy idle time of vessels complement the picture of serious breakdowns in the effort to coordinate port workers and railroad workers. For example, the motor vessel "Akademik Artobalevskiy" stood idle in Kaliningrad from 7 to 22 May waiting only to load, and in Riga the motor vessel "Pavel Parenago" was idle virtually the entire month (2-30 May). Cases like that must be taken up in the coordinating council of the regional transshipment center and also in councils of the Baltic and Latvian shipping companies.

Less attention was also paid to the processing of vessels in the Azov Shipping Company. When the load was less than it should have been and given the difficulty in fulfilling the plans, there is no explanation for the idle time of the motor vessel "Sergey Botkin" in Kerch, which waited from 18 to 31 May to be processed, and the motor vessel "Nikolay Morozov" at Zhdanov, whose loading lasted from 24 May to 15 June. Unfortunately, cases like this have also occurred in certain other ports.

In spite of the effort made to ship out the old backlog of import cargo, many transshipment centers have allowed the backlog to grow. In Leningrad it increased from 87,500 to 111,300 tons during the month. In Ilichevsk, Kherson, Zhdanov, Berdyansk, Kerch, Nakhodka, Vladivostok and Vanino they also allowed the backlog of waiting cargo to increase. There is cargo that has been standing for more than 3 months in Leningrad (1,000 tons), Riga (300 tons), Ventspils (1,200 tons), Tallinn (400 tons) and Vladivostok (300 tons). In certain transshipment centers documentation was not prepared with sufficient vigor to ship out heavy cargo and large pieces of equipment, and flour was stored for a long time in warehouses, which is undesirable in the summertime. As in the past there have been many appeals from consignee-enterprises for the outshipment of metal to be speeded up. The coordinating councils must take up the question of shipping out long-stored goods at every session.

The Arctic navigation season has begun. The delivery of freight to the ports of Arkhangelsk and Murmansk is not quite as good as it was last year. Leningrad has received 18,000 tons more freight, so that this transshipment center is to ship to the Arctic 76,000 tons more cargo. The arrival of cargo at Far Eastern ports is not bad.

But in Vladivostok and Nakhodka the transshipment centers have not prepared adequately for the Arctic navigation season. The Far Eastern and Kamchatka shipping companies held up the outshipment of cargo to Kamchatka during the entire preparatory period, and as a result serious difficulties have now arisen in receiving incoming goods. There has been a particularly large pile-up of medium-tonnage containers (more than 7,000 units) in Vladivostok. The accumulation of railroad cars on the Far Eastern Railroad exceeds the

allowance more than twofold. Vladivostok and Nakhodka turn out to be understaffed.

Last year longshoreman-machine operators were transferred from southern and northwestern ports to Arctic and Far Eastern ports to provide help. This year that effort was organized more expeditiously, the plan called for covering the manpower shortage in remote ports with teams of university students and students from maritime educational institutions. Note should be taken of the responsible attitude toward this matter on the part of the collective of the Novorossiysk port and of its chief T. A. Martirosyan personally. They have already sent 30 people to Vladivostok and in the first days of July they are sending another 70 longshoreman-machine operators to Tiksi and Pevek. Right about now 15 persons are flying from Odessa and Ilichevsk to Vladivostok. The Moldovan Brigade, numbering 23 persons, has arrived for work at Magadan from Reni. In addition to helping in the effort, the longshoremen take with them experience from progressive collectives, which also must be taken advantage of to benefit the general cause.

Today one of the most important conditions of success in the performance of the transportation conveyor is to guarantee the daily delivery and processing of all freight cars and preventing them from accumulating on railroads. This is especially important in connection with the beginning of more active shipments of agricultural products from the new harvest. Vessels also have to be processed without interruption, they must be prevented from standing idle for lengthy periods of time waiting to be loaded or unloaded, and the qualitative indicators of the processing of the fleet need to be substantially improved.

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